BOARD OF TRUSTEES
REGULAR SESSION

Third Street Firehouse
Greenport, New York
October 25, 2018
7:00 P.M.

B E F O R E:
GEORGE HUBBARD, JR. - MAYOR
JACK MARTILOTTA - DEPUTY MAYOR
MARY BESS PHILLIPS - TRUSTEE
DOUGLAS W. ROBERTS - TRUSTEE
JULIA ROBINS - TRUSTEE

JOSEPH PROKOP - VILLAGE ATTORNEY
SYLVIA PIRILLO - VILLAGE CLERK
PAUL PALLAS - VILLAGE ADMINISTRATOR
(The meeting was called to order at 7:00 p.m.)

MAYOR HUBBARD: I'll call the meeting to order. Pledge to the flag.

(All stood for the Pledge of Allegiance)

MAYOR HUBBARD: Please remain standing for a moment of silence for Daniel Hansen, for Keith Mccamy and Alicia Marie Doucett.

(All remained standing for a Moment of Silence.)

MAYOR HUBBARD: Thank you. You may be seated.

Okay. We've got a few announcements. First one, the Halloween Parade is scheduled for October 27th, tomorrow, beginning at 10:30.

CLERK PIRILLO: Saturday.

TRUSTEE PHILLIPS: Saturday.

MAYOR HUBBARD: 10:30 a.m. tomorrow. It's going to be at the Firehouse here.

CLERK PIRILLO: Saturday.

TRUSTEE PHILLIPS: Saturday.

TRUSTEE ROBERTS: It's not tomorrow.

TRUSTEE ROBINS: Saturday. Saturday.

MAYOR HUBBARD: Right. I'm thinking today is Friday. Okay.

TRUSTEE ROBERTS: I wish it was Friday
night.

(Laughter)

MAYOR HUBBARD: Okay. On Saturday, at
10:30 a.m., at the Firehouse, due to the impending
weather and the storm that we're supposed to be
getting. It's going to be for the kids. There
would be no pets as part of the parade that they
normally do downtown, because it's going to be
inside and we can't have the pets inside with the
children inside the building.

The annual Fire Department hydrant testing
will take place on October 28th, which is Sunday
morning, starting at 9 o'clock. Should last about
an hour-and-a-half to two hours. So don't do your
laundry and your whites between 9 and noon, and
then everything should clear up after that, you
should be fine.

Village Offices will be closed on
November 12th in observance of Veterans' Day.

The Village Offices will be closed on
November 22nd and November 23rd in celebration of
Thanksgiving.

Also, just so everybody -- to refresh
everybody's memory, there's a concert at the
Greenport School, the Cold Spring Harbor Band.
It's a Billy Joel tribute band. It's a benefit for the Miniature Railroad, is Saturday from 7 to 9, 9:30, depending on how long they play, starting at 7 o'clock. Open seating. Doors open at 6:30. If anybody wants to come and contribute, see a good band play, hear some good music, hang out with locals, and it will benefit the Miniature Railroad, which is making progress on that, and it's being put on by the Greenport Rotary.

Okay. Liquor Licence Applications.

New application: North Fork Wines & Vineyards, 211 Carpenter Street.

New application for Christopher Mueller, or Corporation to be named, for 47 Front Street.

Anybody who wants to comment on those, you can comment to the State Liquor Authority directly. The website is on our Village website with the applications.

At this point, we're going to do a presentation from Rob Lane of RPA, reference: Conceptual plan for reconfiguration of the transportation hub, in conjunction with Suffolk County IDA.

MR. LANE: Great. Let me -- I don't know if I have enough.
MAYOR HUBBARD: Well, come on up to the podium with the microphone, so everybody can hear you, and then --

MR. LANE: Sure.

MAYOR HUBBARD: -- we could pass things around and just --

MR. LANE: Great. Yeah. So thank you, Mayor. Thank you, Board, and the good citizens of Greenport.

I have -- since I was told, and I think correctly, that this is a tough place to do a PowerPoint, I have basically the PowerPoint slides, and we're going to -- they're numbered, and you all have a copy, and we'll walk through them. And the audience can follow along, too, if I'm -- yeah. There won't be enough, as I said, for everybody, but it will be -- it will be close.

Before I talk about any of the kind of business, I just want to say on a purely personal note, I've been out to Greenport now five times and I've kind of fallen in love with it. So the last time I came out, I told my wife she had to come with me, which she did, and we're spending the weekend out here, and so on. And I just want to say that, because I think sometimes when you
live here, you don't realize the kind of -- what a jewel you have here.

And this project in particular, where all of these sort of transportation assets are, and so on, is just amazing. And I work with a lot of communities that would die to have any one of those things, one of the museums, or a train station, or a ferry. You all have it all right there.

The other thing I want to just -- I want to just put this in context for those of you who don't know who I am or what RPA is. So -- and how it is that I'm here.

So Regional Plan Association is a private non-for-profit organization based in New York City. We do a lot of community-based planning and design work. We do not as a matter of principal work for private developers, because we try to partner with communities and sort of help them come up with whatever the right thing is for them.

Suffolk County IDA had us enter into an on-call contract with them to work with communities that were -- wanted to, you know, do the right thing, do some kind of downtown or transit-oriented redevelopment work out on -- out
on Long Island. And so far, we've worked with eight or nine places, with Amityville, with West Babylon, East Patchogue, and so on. And if you go to the -- I would encourage everyone to go to the IDA website and look for the report, the kind of summary report that we did that will show you what we've done in other communities.

And the kind of secret sauce of this thing and the reason why it's worked is because the communities that participate ask the communities, ask to be part of the program. So we're not trying to sell or pitch anything. They -- these communities raise their hands and they say, "We're interested in doing something, can you help us?" Or, and as was the case here, "We're already doing the right things, can we get some help doing it?"

And so what we're going to go, this -- what you're seeing tonight is the result of several site visits, several meetings with the -- with Paul and with Sylvia, and most recently, a meeting with the kind of citizen stakeholder group that is working on this, and they're great, and they actually -- as you'll see in a moment, I didn't have to do that much. I'm kind of starting in a lot of ways with what they did already.
So I'm going to go through in sort of paper form what was a PowerPoint. What we're going to do is the -- we are going to collect the feedback that we've been getting and what we find out tonight, we're going to fold that into what will be a final report. This will be turned into a real document, it won't just be a hard copy, PowerPoint slides. And then the idea would be to use that to commission the more detailed kind of traffic and engineering studies that would be necessary, and to use it for fundraising purposes with the State and with the County to get the money to do some of these, the improvements that we're going to be recommending.

So that's the context for this. Paul, I don't know, or Sylvia, do you want to add anything to that, or does that --

MR. PALLAS: No. I think that summarizes it.

MR. LANE: Does that pretty much summarize it? Good.

So, and you all can follow along at home, the -- so why don't we turn. You'll see at the bottom of the slide, there's a -- bottom right-hand corner, there's a red number, which you can use to navigate through this.
So let's just turn past the first page and go to Slide No. 2, which is a planning framework diagram that kind of reflects my kind of understanding of the lay of the land out here, right? So you see highlighted in red the -- your kind of -- your main shopping and commercial streets in your downtown. That green shaded area is your incredible waterfront park. That dark blue line along the water's edge is where you have waterfront access. And you can see that line breaks up when we get around the ferry area, because the kind of waterfront access condition sort of breaks down there. And then that kind of blob of red there around where the train station is, and so on, is our -- is our kind of steady area.

And if you look at the slide opposite at Slide 3, you can see some kind of representative photographs here of what's going on.

And, you know, it's -- for a place that is like this incredible gateway to this part of Long Island and to your downtown and to your fantastic waterfront, I mean, you know, I'll just be honest and say it ain't what it ought to be. I mean, this is really a case where the sum is so much --
the whole is so much less than the sum of the parts. It's sort of a disorganized kind of sea of asphalt, the kind of -- there are lots of places where the kind of pedestrian conditions break down. And you all know we don't see it now, of course, but I know in the summertime you all see the craziness that happens during the summer when people are trying to get to the ferry.

So if you turn the page and you go to Slide 4, I'm just going to read this. This is the Greenport Transportation Committee's problem statement. When I started this, I got a bunch of great information from them.

"Pedestrians must currently navigate a traffic-dominated, unappealing and hazardous situation that hampers attendance to both museums, leads to underutilization of the parking lot south of the tracks, and fails to support the economic vitality of the Village." And I think that that's pretty much true.

And this diagram is meant to kind of summarize these kind of existing conditions that you see I've listed there. Kind of chaotic traffic, trucks blocking, the queuing, the conflicts between the ferry vehicle queue and the
parking lot queue, parking that is in high demand south of the tracks, and these sort of incomplete pedestrian networks.

It's very hard. And I'll tell you, the first time I arrived here I arrived on a train and I found it very disorienting, and it's not clear how to get to all of these great destinations.

So if you turn to Page 5, the next page over, this is the latest version that was created by your own citizen committee. And I'll just say, when I saw it, to explain it, that we're really starting here. The truth is they had made most of the big moves themselves already, right? And so what they -- and those big features are this, that instead of having this, these long queues along Wiggins Street, they have reconfigured the area between the tracks going north. That area right now is kind of a disorganized part queuing, part parking area, and rationalized it into these series of parking lanes that you see, these queuing lanes that you see, which can absorb most of the queuing that is currently taking place on the side streets. You can only enter that queuing by coming down Fourth and making a left right before the tracks, and queuing up to get onto the
next -- onto the next ferry. The area that is just above that is turned into a one-way parking kind of way, drive, with a series of parallel parking, front-end-in parallel parking spaces. If you're coming down Third, right now you know that if you find -- you know, if somebody comes down Third, since you can't make a right turn into Wiggins, you realize, well, I'm not going to the ferry, whatever, what do I do? You go back out into that kind of mixing bowl of traffic that you have in front of the ferry and you make this kind of U-turn around the roundabout, which they, in this proposal, they have cleaned up and sort of rationalized it by having a set of mountable curbs and landscaping, and so on. It is much, much improved. What you're going to see in the subsequent design studies are an attempt to get even more of the cars, and the car, the mixing bowl that's down there out, so that it's possible to really use that space, except when that moment when the vehicles are coming off or getting onto the ferry, you can walk across a more attractive space on your way to the downtown. So now I'm going to show you two alternative
schemes that -- and, of course, I mean, just to go back, if -- pretend your -- I just hit return on the slide projector, the other thing you can see on Slide 5 is that they have put in well defined crosswalks. They have provided a walkway along the north side of the tracks from the museum to the train museum. They have better defined crosswalks, and they're actually even reclaiming, they're making a new public space there, that you can see that green wedge that you can see there. So those are all good ideas. And, frankly, I ran with them, with a couple of kind of changes and refinements.

So, now, if you turn to Page 6, and for each of the next two alternatives that I'm going to show you, I don't know if it's really right to call them alternatives, I'd really call them refinements, in each case there's three diagrams that we're going to show. There's an illustrative plan, there's a vehicle and circulation plan that will explain to you what our thoughts are about the way cars might move here, and then there's a third diagram that explains what the pedestrian connections and open spaces are.

So starting with Slide 6, the illustrative
plan, what you can see, and, again, it's kind of hard to point, point to, but the big move that we made, besides a refinement, was we have tried to find two ways of eliminating the roundabout within that area where the ferry is. And so there's two kinds of strategies. And you can see in this plan many of the same elements that the committee produced, right? There are a series of new pedestrian walkways that connect the museum. We actually are suggesting two, one just north of the tracks, and one just above the area where the vehicles would queue before getting onto the ferry. We have done the same kind of landscaping moves that they, that they have suggested, we've enhanced them a little bit.

One thing that we have done is that because one of our charges was no net loss of parking, we have found other parking in other places, and one of the main places is that parking lot that is south of the tracks, which is laid out at the moment in a very inefficient way. And if it was relaid out and redesigned, you actually could get between 15, maybe more, parking spaces into that lot, the same parking spaces that we are taking away from that area that is right in front of the
ferry.

Now, the real move here for this alternative, from a vehicle point of view, is if you look, if you go to the next slide, Slide 7, this shows the way in which circulation, car circulation would work here, right, with the red dash line being for the vehicles that are queuing on and off the ferry, the purple dash line being people trying to get -- let's say a scenario where they're trying to get to the Railroad Museum in the small parking lot that you see there, and the orange dash line being the parking for downtown, extra parking for the downtown for the ferry and the bus.

So what happens here is that unlike the -- we still have Wiggins being -- it is now actually still one way going, going east, but you turn off. What we've done is in order to, again, relieve some of the craziness that's happening in that kind of mixing bowl in front of the ferry, we're making a right turn and turning into the road that would take you to the Railroad Museum, right? Or, if you're driving along Wiggins east, you can make a left and go north on Third Street towards the downtown.
So the move -- but the cars that were previously coming down Third Street, not going to the ferry, and having to do this sort of roundabout, the way they do now, those cars would make a right turn and would use the parking lots. We would have to negotiate, obviously, the sort of easement required for this, but you would come in, you would -- before you could continue all the way down to the mixing bowl, you would be making this right turn through those parking lots and going back up to the main shopping street. And in that way, cars, you've taken away those -- you've done two things.

By turning the cars that are going into the Railroad Museum in, before they get to the intersection, and by diverting the traffic coming south on Third, before you get down there, now the only vehicles that you have moving in that area in front of the train station are the ones that are either going onto or getting off of the ferry, and that means -- the other thing that you'll -- that you can see here, and it's if -- again, if I had a PowerPoint, I'd be flashing back and forth between these two things.

If you go between, just on your paper
copies, between the image on Slide 4, which is the existing conditions, and the image on Slide 6, you'll -- you can -- that's sort of -- you go back and forth between those two images, that will give you an idea about what's changed. And one of the things that's changed is now that we've gotten the parking out of there, the area in front, it's possible for us to build some new public spaces that are -- we can reclaim some of that asphalt in front of the ferry and extend the public spaces that are in front of the museum and at the end of the boardwalk, right?

Like if you imagine -- I noticed it today when I was down there again. If you see where the white striping is right now for the traffic that comes off, imagine that instead of just a white stripe, that actually is the end of some kind of paving treatment of some kind, because the truth is you don't need all of that asphalt. And what you do is then you make more of a public space, you make something where the crossing distances are much shorter between the train station and the downtown, or between the two museums.

So, if you turn to Slide 8, you can just see a diagram, as I said, a third diagram in each
case, is the kind of new open spaces in this kind of dark green field. The one that's at the foot of the boardwalk, the one you can actually -- you have room to bulb out a little bit at the foot of Third Street there next to the small parking lot, enhanced pedestrian walkways to the Railroad Museum. And, actually, we would like to see a better pedestrian treatment for the whole edge of the waterfront there, so that you come off of this fabulous boardwalk that you all have built, and have the ability to kind of work your way around to see the water, and so on, that's on the south side of where the Seaport Museum is.

So that's the second alternative, right? Very similar to the proposal by the committee, with the exception of trying to turn the traffic coming down Third Street, before they get down to in front of the ferry.

So now go to Slide 9, and this is the slide -- I wouldn't say there's the plan that has, I wouldn't say, complete consensus, but I think was the one that was the most enthusiastically received, and is the one that I think is actually the best, but it requires you to rethink something.
In this scheme, the -- again, the area in front of the ferry area and the Seaport Museum is similar, right? We're reclaiming a lot of the asphalt. But, in this case, the way we are getting rid of the turnaround that takes place in there is by making Wiggins one way west. So if you're coming down Third Street and you're not going to the ferry, right, you would be making a right turn and going down Wiggins, and then a left on Fourth, and then into the queuing area.

If you go to Slide 10, you can see, if you turn to Slide 10, you can see the way the vehicular circulation would work now, right? The only cars that you have in that area in front of the ferry are the ones that are queuing to get on or have just gotten off. The cars coming down Third Street now make -- would make a right turn. Wiggins would be right -- would be going the other way, would be going west. So they wouldn't be going into that same public space that we're trying to make where the ferry lands.

If you're going to the Railroad Museum or the small parking lot, you can make a left off of Wiggins. After you've made that right onto Wiggins, now you can make a left and get onto a
similar -- the same kind of street with parallel parking and a pedestrian connection.

And, again, in both schemes, you see the redesigned parking lot at the south, south of the tracks. And you can see that orange loop, which represents the way people would get to that parking lot or the bus. For example, the Jitney bus would come in and make that turn.

Slide 11 shows those, again, the same -- it really is the same diagram in terms of the pedestrian connection.

And lastly, and then I'll shut up, Slide 12 is just a few representative photographs, we will probably have more, that show the kinds of elements that we would be looking for down there. The one kind of in the middle on the second row are the kind of paving treatments that you can do with mountable curbs, so that to the extent that those -- that there's the occasional larger vehicle or something that has trouble negotiating this, they're able to mount and demount the curb.

Having really the pictures sort of at the upper right and lower left, the kind of way-finding that should be there. As I said, when I got off the train, I kind of didn't know where
things were. This is like your orientation point. It has -- you can direct people that -- everybody from this place, if you have the right kind of signage. And then, also, having raised areas for pedestrians where they're crossing traffic, so that they don't feel like they're caught in -- you know, in the middle of a -- of a traffic condition.

So that's a lot. And I want to ask, you know, please ask whatever questions, or whatever skepticism, or whatever, I want to hear it.

MAYOR HUBBARD: Thank you. Anybody on the Board have questions?

TRUSTEE PHILLIPS: Yeah, I do have one question.

MR. LANE: Sure.

TRUSTEE PHILLIPS: We do have -- on the Railroad Dock, we do have some charter boat activity.

MR. LANE: Yeah, I saw them docked there.

TRUSTEE PHILLIPS: Vehicles coming in and out. We also do have commercial vessels that do come into that dock and need to get onto it. And I see that you're kind of blocking it off with pedestrian walkways here, if that's what -- I'm
reading this correctly.

   MR. LANE: You are reading the pedestrian walkway. I would -- I would -- you not -- I don't think I'm blocking anything off by providing that. These are -- this is not a walkway, this is like a crosswalk. This is not something that vehicles or people going and like in the other direction can't just cross. It's essentially like a crosswalk, but it's -- you know, it's articulated in terms of either the paving material or painting, and so on, so people see that there is a path that they can -- that they can follow.

   TRUSTEE PHILLIPS: Okay. But there is traffic volume there.

   MR. LANE: Yeah. So, as there is, as you get off -- you know, when the ferry is loading and unloading there are a lot of vehicles there.

   TRUSTEE PHILLIPS: I'm just -- just, as I said, it's a working dock, so that's why I'm asking.

   MR. LANE: Yeah, yeah. I --

   TRUSTEE PHILLIPS: There may not be boats there right now, but there are at times and --

   MR. LANE: Yeah.

   TRUSTEE PHILLIPS: -- the charter boats that
are there do have customers who do bring their
vehicles up and do put their gear in and out.

MR. LANE: Right.

TRUSTEE PHILLIPS: So there is an amount of
traffic there.

MR. LANE: Good. So I'm -- I don't -- I
mean, I'll note that, and --

TRUSTEE PHILLIPS: Yeah, I would.

TRUSTEE ROBERTS: And perhaps a defined
roadway.

MR. LANE: Huh?

TRUSTEE ROBERTS: You know, perhaps a
defined roadway for vehicles trying to access the
dock, because right now it's a free-for-all when I
walk there with my kid. A car just comes around
the corner, and it's like, oh, there's a car, we
move out of the way.

MR. LANE: Do they -- and the vehicles
actually drive out onto the pier?

TRUSTEE ROBERTS: Yeah, they drive up.

MAYOR HUBBARD: No, they're not supposed to.

They're supposed to stop on the asphalt.

TRUSTEE ROBERTS: For repairs, can't they?

MR. LANE: So do they -- I'm just curious.

Do they --
MAYOR HUBBARD: Well, I mean, yeah. I mean, not the customers or the charter boats and --

TRUSTEE ROBERTS: Yeah, yeah.

MAYOR HUBBARD: -- or everything else, are not supposed to go out there.

TRUSTEE ROBERTS: Right.

MAYOR HUBBARD: If a commercial fishing boat is out there and needs to go out and unload stuff, they do.

TRUSTEE ROBERTS: That's what I mean, yeah.

MAYOR HUBBARD: But all the passenger cars are supposed to stop at the park lot --

TRUSTEE ROBERTS: Right.

MAYOR HUBBARD: -- not going out with their coolers and their poles and their fish --

TRUSTEE ROBERTS: Yes.

MAYOR HUBBARD: -- and everything else.

TRUSTEE ROBERTS: Yes.

MR. LANE: I see. So do they make a -- where I have the words "Seaport Museum" there, do the cars like try to make a U-turn?

TRUSTEE ROBERTS: Well, that's a roadway.

MAYOR HUBBARD: Well, they go behind it.

TRUSTEE PHILLIPS: It's a road, that's a road that goes --
MR. LANE: No, I know, I know it is, but is there -- oh, they can actually drive around?

TRUSTEE ROBERTS: Oh, yeah.

TRUSTEE ROBINS: Past the museum and then continue.

TRUSTEE ROBERTS: They do it all the time.

MR. LANE: And that's a movement they're allowed to do or they're not allowed to do?

TRUSTEE PHILLIPS: The Fire Department -- when the dock was built, the Fire Department wanted that access available. That's another thing that you need to check with, would be our Fire Department to see their vehicles, as to what they think is a turning point for them there.

MR. LANE: Okay.

TRUSTEE ROBERTS: I think --

MAYOR HUBBARD: If you look at your Page 7, they would come by --

MR. LANE: Yes, me, too.

MAYOR HUBBARD: -- the second ferry slip. Right now, they would drive right past, between the ferry slip and the Seaport Museum, and drive out onto the commercial fishing dock.

MR. LANE: Right. But I guess the question I'm asking is, and we don't have to resolve this
tonight, do the -- the cars don't continue around
the end of the Seaport Museum --

TRUSTEE ROBERTS: Yes.

MR. LANE: -- and out into the area where
the --

TRUSTEE ROBERTS: Yes.

TRUSTEE ROBINS: They do.

MAYOR HUBBARD: Yes, they do.

MR. LANE: They do. And they're allowed to
do that, or they're not?

MAYOR HUBBARD: Yes.

MR. LANE: Okay.

MAYOR HUBBARD: Yeah. That's how they --
you drive through that, and that's how they get
over to the other parking lot right along the
waterway.

TRUSTEE ROBERTS: It's not the Long Island
Expressway. It's a --

MR. LANE: Right.

TRUSTEE ROBERTS: You know, it's --

TRUSTEE ROBINS: It's tight.

MAYOR HUBBARD: It's narrow.

TRUSTEE ROBERTS: It's an occasional car.

But if you were to -- I think, if you were to have
defined pedestrian space --
MR. LANE: Right.

TRUSTEE ROBERTS: -- and one lane of defined car space --

MR. LANE: It could work.

TRUSTEE ROBERTS: -- I would hope that the Fire Department would feel they can get where they need to get and people can --

MR. LANE: Okay.

TRUSTEE ROBERTS: Maybe we can get rid of the guys who park on the tracks, too.

MR. LANE: Right.

TRUSTEE ROBERTS: That's my favorite.

MR. LANE: We should probably -- I guess we should walk, Paul, walk through this with the Fire Department, too, I guess, right, at some point.

MAYOR HUBBARD: Uh-huh.

MR. LANE: Yeah. Okay. So that's helpful.

TRUSTEE ROBERTS: Can I ask the --

MR. LANE: Yeah.

TRUSTEE ROBERTS: -- literal million dollar question?

MR. LANE: Okay.

TRUSTEE ROBERTS: Who's paying?

MR. LANE: I thought you were going to pay.

TRUSTEE ROBERTS: Right.
(Laughter)

MR. LANE: They said that Doug had all the money and --

TRUSTEE ROBERTS: Yeah, okay.

MR. LANE: All right. So the -- and I thought I had --

AUDIENCE MEMBER: Oh, you only have one copy? I picked it up.

MR. LANE: There are -- oh, I know. You have it. There are a set of possible, what we would consider to be potential funding sources that you all can go after.

Now, I want to say that the -- you know, my experience, and I've done a lot of these over the years, is that if you have -- if there is more or less consensus in the community about a vision, and you have a document that sort of is -- you know, is going to make the people that are ultimately going to decide whether or not they're going to grant you money or whether you're wasting their time and throwing it down a hole, or actually dealing with a capable community that has -- seems to know what they want and what they want to do, you will be successful getting funding from the State and from the County, and that --
TRUSTEE ROBERTS: But we're doing the work?

MR. LANE: Huh?

TRUSTEE ROBERTS: We're doing the work, the Village?

MR. LANE: Of getting the money?

TRUSTEE ROBERTS: Yeah.

MR. LANE: Unless you want to pay me a cut.

I mean, I could like, you know.

(Laughter)

TRUSTEE ROBERTS: I mean, I've been trying to get us to go for CFA for three years and been told we don't have the resources to do it. So if we now have the resources to do it, that would be great, but --

MR. LANE: Look, it's -- you know, I'm not trying to be glib about it. I know, I know it's hard, but I'm just saying there is funding out there. And some of the communities that have partnered with us in the past, including someone, this project has successfully landed, I think even in this -- I'm trying to think. I think we actually tried to document on here some of the -- some of the successes in terms of getting funding by the specific --

TRUSTEE MARTILOTTA: It's on the last page.
You have Lindenhurst, Smithtown.

MR. LANE: Page 3, funding to date. An $80,000 grant to the Village of Amityville, 200,000 to the Village of Lindenhurst. These are based on -- you know, it's because they had a report, and they could demonstrate that they kind of knew what they were doing, and that the community wanted to move something forward. So, I mean, I can't promise the money.

TRUSTEE ROBERTS: Yeah.

MR. LANE: But I'm just saying this, this is a step towards trying to get that.

TRUSTEE ROBERTS: And if I may.

MR. LANE: Yeah.

TRUSTEE ROBERTS: I'm a fan of RPA's work, and I've said that many times. I'm sort of hoping and thinking, because we're so tiny, I was -- I was hoping that RPA could -- you know, the way the people, when we're doing the NYSERDA grants, Paul, you know, if RPA can write the thing, because you're going to be better at it than us, I think, and then it becomes a gig for you to work here. That's how I thought the Amityville and other projects worked.

MR. LANE: We actually -- we're not involved
in their grant applications directly. Having said that, I think, you know -- and, truthfully, we
would not write ourselves, that wouldn't be the motivation for doing it. But we could -- I like the idea of helping you all kind of go after the funding for this, because I'm so -- as I said, I really like this place, and I'm sort of invested in this project.

What I'll have to do is I'll ask Kelly. Kelly Morris, who is at the -- who is kind of my person that I answer to directly at the Suffolk County IDA, I think if you make that request of her and say, you know, "Listen, we love what they're doing for us so far, is there some way you could make some of their time available to help write the grants," you know, I would love to do that, but I think you have to ask her.

TRUSTEE ROBERTS: Sure.

MR. LANE: I don't think that that's right now in the scope of what we're doing.

TRUSTEE ROBERTS: Right, yeah.

MR. LANE: But, you know, it would be -- I'd love for you to ask her.

TRUSTEE ROBERTS: Sure.

MR. LANE: And I'd love to do it.
TRUSTEE ROBINS: I have a couple of questions, Rob.

MR. LANE: Sure.

TRUSTEE ROBINS: First, those grant numbers that you quoted, would those be matching grants, or are those the actual clear funds that those village -- those municipalities obtained through those grants?

MR. LANE: I don't --

TRUSTEE ROBINS: Because most grants are matching.

MR. LANE: Yeah. I don't know.

TRUSTEE ROBINS: You don't know.

MR. LANE: I'm sorry. Yeah, I don't know.

TRUSTEE ROBINS: All right. And then, secondly, I mean, before you would -- we would even start looking into grants, wouldn't we have to have a project ready to go, you know, set of plans and a drawing, so that we can get a cost? You know, we have to know what it's going to cost before we start looking for grant money; am I correct?

MR. LANE: Right. But I think you --

MAYOR HUBBARD: Yeah.

MR. LANE: -- can probably -- I mean, Paul,
you can jump in. I think, you know, the initial
round of grant funding that you get could be for
the technical studies that would help you better
define the project, because I'm a designer, I'm
not a -- I like to spend people's money. I don't
have a --

TRUSTEE ROBINS: No, I understand.

MR. LANE: I'm not a -- I'm not an engineer.
And, for sure, you have to do -- you know, we have
this idea about changing the direction of Wiggins,
you know, that needs to be looked at. Somebody
needs to do a traffic study and see if it really
works. So -- but that's something that you could
get funding for. I mean, that could be part of
the application. That could be one of the grants,
would be to get the money to do a feasibility
study.

TRUSTEE ROBINS: Feasibility, and then
eventually, you know, if you do move forward, then
the development of plans and engineering, and all
that --

MAYOR HUBBARD: Right.

TRUSTEE ROBINS: -- the process.

MAYOR HUBBARD: Just to clarify some of
this --
MR. LANE: Yeah.

MAYOR HUBBARD: -- I mean, we had the stakeholders, you know, they formed the group, they starting coming up with plans and discussing this. We have the left over grant money that was left over for the ferry terminal in Mitchell Park, which was talked about, the $325,000 that was available through the State, the Federal Government into the State, available to us. That money is what we're going to try to use to leverage to come up with actual -- a design and a plan of this.

This is the initial stages of coming up with a concept with three different options of which way we want to go. We decide which way we want to go with it, and then try to use that money to go and come up with a design and actual plans of what we're going to do. And then once you have the plans designed, then you would go after the grant money.

So this is just the first start of what they're doing to try to put together the stakeholders' information and everything together and saying to pick option one, two or three, this is the way we want to go with whatever changes our
Board comes up with, and then try to leverage the grant money that was available left over from Mitchell Park back in the '90s --

TRUSTEE ROBINS: Okay. So that money --

MAYOR HUBBARD: -- to go and pay for the actual design of it, and then we'd go for grants to try to actually do the work.

MR. LANE: Yeah, yeah.

TRUSTEE ROBINS: Okay. So that money is still out there, is still available?

MAYOR HUBBARD: The money, the grant is still there, yes, it's --

TRUSTEE ROBINS: The grant we had with the balance, yeah.

MAYOR HUBBARD: It's been moved around, it's gone here, there, whatever. We've been working on confirming the money is still available, once we have something that's ready to go. So their project was to give us a plan of what we want to do. Then we would go and try to get that money from the State back again, to use that to try to come up with an actual design of what we want to do.

MR. LANE: Right. I mean, Mr. Mayor, I'd say that's well -- that's correct. I would only -- I would only say I think at this stage,
until we do some of the engineering, I would -- I 
would say here's our preferred -- here, this seems 
to be the preferred one, but here are some others 
that are still -- because after doing the 
engineering study, they might actually say, well, 
there's an element from Alternate 2 --

MAYOR HUBBARD: Correct.

MR. LANE: -- that we should work into your 
preferred one, or something like that. So I 
wouldn't -- I don't think we necessarily have to 
say it's this one before some of that technical 
background work has been -- has been done.

MAYOR HUBBARD: Well, exactly.

MR. LANE: Yeah.

MAYOR HUBBARD: We need to inform -- my 
Board needs to know where the stakeholders group 
is going, all the work that, you know, Ron has 
done with his group, meeting for the past two 
years, and everything else, to take that 
information to this whole Board, so he understands 
where we're trying to go with it. Now they've 
seen this. Besides, Ron did a great job with his 
pictures --

MR. LANE: Yup.

MAYOR HUBBARD: -- and his slides, but this
is a more -- the next stop, a more professional
version of what we're looking at, so we can make a
valued opinion of which way we want to go with it.

MR. LANE: Right. That's right.

MAYOR HUBBARD: That's all.

MR. LANE: Right.

TRUSTEE PHILLIPS: Rob, I have one question.

MR. LANE: Yes.

TRUSTEE PHILLIPS: And under this funding to
date, it says here, "According to Suffolk County
Department of Economic Development and Planning,
about 120 million dollars is direct funding that
has been rewarded as of Suffolk County IDA
planning." Now is that part of the economic plan
where the consortium is involved with --

MR. LANE: Which -- I'm sorry, which --

TRUSTEE PHILLIPS: It's on Page 3, and under
funding to date. Is that part of the overall
economic consortium that Suffolk County combines,
so that they can apply for a larger pot of money?

MR. LANE: I'm afraid I don't know. I'm
afraid to say.

TRUSTEE ROBERTS: I think you might be
right.

TRUSTEE PHILLIPS: Huh?
TRUSTEE ROBERTS: I think you might be right

MR. LANE: I don't want to get it -- I don't want to get it right -- I don't want to get it wrong.

TRUSTEE ROBERTS: The County, I think the County gets Empire State Development money --

TRUSTEE PHILLIPS: Right.

TRUSTEE ROBERTS: -- that they then distribute.

TRUSTEE PHILLIPS: Right, that's part of the consortium.

TRUSTEE ROBERTS: So you have to apply to the County to get it, right.

TRUSTEE PHILLIPS: Right, okay. Because I see in some of these that were awarded, of course it's awarded to the -- you know, there is a companion group, as far as the Chamber of Commerces were involved in some of these grants that you've mentioned. It wasn't straight municipalities of all of it. So that is something that we need to make sure that if we're going to move forward with anything, we're in that loop of the consortium, which we are working on --

TRUSTEE ROBERTS: Yup.

MR. LANE: Right, right.
TRUSTEE PHILLIPS: We're getting to that point. But I think I'll do a little homework to see how this 120 million is part of that overall --

MR. LANE: Right

TRUSTEE PHILLIPS: -- money that's applied for to the Federal Government.

MR. LANE: Right.

TRUSTEE PHILLIPS: Okay.

MR. LANE: Again, if Kelly will be able -- Kelly from the IDA will be able to --

TRUSTEE PHILLIPS: Right.

MR. LANE: If she were here, she'd be able to give you an exact answer to those questions. I'm sorry.

TRUSTEE PHILLIPS: Okay. It's just, in reading this, it's kind of starting to gel as to where the funding source is --

MR. LANE: Right.

TRUSTEE PHILLIPS: Okay. Thank you.

MR. LANE: Sure.

TRUSTEE ROBERTS: The last thing I just want to put out there, I'm sure we're going to discuss this again down the road, but, you know, what's different about this and Amityville, and
Lindenhurst, and other places, is that this involves a few different municipalities and a private corporation, and so who's, you know, sitting right there. So I'm glad you're here. I would hope that the village is not going to bear the full financial burden, whether it's from grant money, or whatever. I hope we can work together as a region on something.

MR. LANE: I would think that's fair.

TRUSTEE ROBERTS: Since you're the Regional Planning Association, so --

MR. LANE: No, no, that's for sure fair. This is a regional --

TRUSTEE ROBERTS: Yeah.

MR. LANE: The train station and the ferry, that's a regional resource.

TRUSTEE ROBERTS: Right.

MR. LANE: You guys get the benefits and you get the --

TRUSTEE ROBERTS: Well, right now we don't, but --

MR. LANE: Or -- well, or the downside.

TRUSTEE ROBERTS: Right.

MR. LANE: When you have it in your town --

TRUSTEE ROBERTS: Right.
MR. LANE: -- you know, that's a good thing.

TRUSTEE ROBERTS: Yeah. So thanks for great designs. I'm assuming Don's not freaking out. You're okay with this?

MR. FISHER: (Nodded yes).

TRUSTEE ROBERTS: Okay.

MAYOR HUBBARD: Uh-huh.

TRUSTEE ROBERTS: Good. Thanks for all your work, you guys, appreciate it.

MAYOR HUBBARD: Okay. Thank you very much.

MR. LANE: Oh, you're welcome. Thank you.

MAYOR HUBBARD: We appreciate all your work on this and everything else.

MR. LANE: No, no, no. We -- and like I said, we're spending the night here. We're -- this is a great little spot you have here.

MAYOR HUBBARD: Okay. Thank you.

MR. LANE: Thank you.

TRUSTEE MARTILOTTA: Thank you.

TRUSTEE PHILLIPS: Thank you.

MAYOR HUBBARD: Okay. Stella from the Heights Association or the Ferry.

MS. LAGUDIS: Hi. It's Stella Lagudis, representing North Ferry.

So, Doug, I agree with you. We've been
involved with the group for the last two years, trying to come up with something that works for everyone, but recognizing that the camel's back is going to be broken if we don't figure out what kind of funding we have.

I will tell you that in my discussions with Mitch Pally at the MTA, because, obviously, they're a stakeholder as well, you know, his thought two years ago was make sure you get all the right political people in a room and all the stakeholders in a room to get by in that way.

There are also funds available through the MAP-21 program for ferry companies. So the government puts money into a pot based on your ridership that is reported through a census every two years. So there's money that's allocated to North Ferry that North Ferry could get to if it wasn't a private company. So if we could do like a private/public partnership of some kind to rattle those coins out, we could also contribute that way.

So, you know, I'm here because I've been here for the last two years, because we do believe that this is important to work together, and if there's a way that we can contribute, we will, and
we certainly think that some of that MAP-21 money should be available to us.

TRUSTEE ROBINS: What does MAP twenty -- what does MAP stand for?

MS. LAGUDIS: It's like a -- I have no idea what -- it's part of the DOT.

TRUSTEE ROBINS: Okay.

MS. LAGUDIS: So it's Federal funding that comes in and then it gets allocated by the DOT. And I can get you more information tomorrow, Julia.

TRUSTEE ROBINS: Yeah. I can Google it, too. Okay. I appreciate it. Thank you, Stella.

MS. LAGUDIS: Okay. Thanks.

MAYOR HUBBARD: Thank you. Any other discussion on the presentation?

(No Response)

MAYOR HUBBARD: Okay. We'll move on. We have a public hearing. Thank you very much for coming.

TRUSTEE MARTILOTTA: Thank you. Super helpful.

MR. LANE: Yes. It was nice to meet you all. To be continued.

MAYOR HUBBARD: Okay. All right. We have a
public hearing on proposed amendment to Chapter 132 (Vehicles and Traffic) of the Village of Greenport Code regarding adding of a loading zone on Central Avenue.

This loading zone is on the south side of Central Avenue by the side door to Goldin Furniture. They have a door there that they use for unloading mattresses, furniture and everything else from the building. Most of the summer it's blocked, he cannot get in there. So we have a request to have a public hearing to create a loading zone right there, and just mark the area so he can access his building to get his goods out of the building.

At this point, it's been noticed and everything else. If anybody would like to speak on the public hearing, name and address for the record, and you're welcome to speak on it.

MS. WADE: This is about the loading zone, right?

MAYOR HUBBARD: Yes.

MS. WADE: Randy Wade, Sixth Street. The marine store on the northeast corner of First and South, there's a loading zone for when the store was active that is not needed anymore.
and that could be more parking. And could anybody explain why the loading zone on Central? MAYOR HUBBARD: Why? MS. WADE: Yeah. MAYOR HUBBARD: Yes, because there's a delivery door on the side of the building, the old auditorium, and all summer people park right down the whole length of Central Avenue. So he cannot -- if somebody comes in and buys a chair, a mattress, a couch, or whatever, he cannot get anything out of his building to load it in the truck to go to deliver it to them, or if they want to pick it up themselves. MS. WADE: And is there a way that it could be time of day and designated for just what he needs, maybe, so that it's not 24/7? TRUSTEE PHILLIPS: Why wouldn't you? MAYOR HUBBARD: Okay. It's one parking spot. I mean -- MS. WADE: Oh, it's just one parking spot? Never mind. MAYOR HUBBARD: Yes. MS. WADE: I thought it was like the side of the street.
MAYOR HUBBARD: I mean, it's not delivery -- it's not tractor trailers. It's backing up --

MS. WADE: Just the one spot?

MAYOR HUBBARD: -- his work van to be able to get a mattress in the back, or two mattresses, box springs in his van to be able to go, instead of going around people's cars that are parked right there. So it's really -- it's for one parking spot, 12 feet, with just the arrows around, you know, that you would do to get in there. It's not -- we're trying to take up minimal amount of spots. It would be one car --


MAYOR HUBBARD: -- so he can get in and out. No, no, that's all.

MS. WADE: Thanks.

MAYOR HUBBARD: I'm just trying to explain it. If you read what's in the actual Local Law, we have 55 feet, which is the definition of a loading zone. It's not going to be that.

MS. WADE: Beautiful.

MAYOR HUBBARD: We're doing -- you know, it's an 8-foot door, we're doing 12 feet, and then just the little triangles on the side, just so that everybody could still park there, but he can
get, you know, his supplies out of his building.

MS. WADE: Great.

TRUSTEE PHILLIPS: Randy. Randy, I need to give one clarification on coming out of South Street --

MS. WADE: Yeah.

TRUSTEE PHILLIPS: -- with the loading zone --

MS. WADE: Yeah.

TRUSTEE PHILLIPS: -- in front of Triangle. The Clinton, Hommel's and South Street use that spot as a loading zone as well.

MS. WADE: I've never seen them there, but okay.

TRUSTEE PHILLIPS: Oh, yeah, they've -- that's --

MS. WADE: Because they have another loading zone right by their building.

TRUSTEE PHILLIPS: Okay. When you get four plumbers coming in, they all use it, okay? Okay? You have to understand, during the day, that they're in and out. Hommel's is no longer involved in another piece of property, so that loading zone is important to those businesses on South Street.
MS. WADE: Okay.

TRUSTEE PHILLIPS: Okay.

MS. WADE: Maybe a study could be done to see the usage, or whatever.

TRUSTEE PHILLIPS: Okay.

MS. WADE: And I just wanted to compliment the Transportation Group and say what a great thing they've done on getting that started, and the plan was great.

And as the RPA rep was walking out, I said, "Couldn't it be a couple of alternatives?" And he said, "Actually, yes, three," because I think when you get the next step, which is schematic from the engineer, the turning radius for vehicles is going to have some influence on what option you want. So I would highly recommend you keep them in play and just have them do the schematic for all those options. Thanks.

MAYOR HUBBARD: Okay. Thank you. Any other comments on the public hearing?

(No Response)

MAYOR HUBBARD: All right. I'll offer a motion to close the public hearing.

TRUSTEE PHILLIPS: Second.

TRUSTEE ROBINS: Second.
MAYOR HUBBARD: All in favor?

TRUSTEE MARTILOTTA: Aye.

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

TRUSTEE ROBINS: Aye.

MAYOR HUBBARD: Aye.

Opposed?

(No Response)

MAYOR HUBBARD: Motion carried. We'll discuss it at the next work session.

Okay. Public to address the Board. I'll open up to anybody from the public that wants to address the Board on any topic. Please, name and address for the record when you come on up. And I see we got our first taker coming up.

MR. FISHER: Don Fisher, President of the Railroad Museum of Long Island, 440 Fourth Street, Greenport.

I've had the pleasure of working with the stakeholders group for the transportation study down there for the last two years. And I want to say, from our perspective at the Railroad Museum, first, thank you to Paul for bringing it to the committee and suggesting that we get together with Suffolk County IDA, and have RPA in the makes of
Robert to come in and take the plans that we had put together over the last 24 months and really flesh them out. He brought some very, very thoughtful ideas to traffic movement, pedestrian movement. A lot of the things that we had talked about at our meetings and that we had tried to express, he snapped them into focus and really did a great job. So I want to -- I want to mention Paul and thank him for bringing the idea to the committee and ushering it through with the rest of the Board of Trustees here.

I'd like to address Mary Bess' thoughts regarding traffic on and off of the dock. What you see in those pictures, and before Robert and RPA got a hold of it, we had talked about that movement of traffic around the East End of the Seaport Museum/Railroad Station. It's a very dangerous area. I experienced it while I used to direct traffic down there for the ferry. The ferry boat people experience it during the summer every time they're trying to load or offload the boat in the south slip.

As Doug said, you know, you're walking down there and zip, a car comes around or a truck whips around the end of the site. I had suggested
earlier in our conversations as a committee that
some type of a barrier there to force all
transportation on and off of your dock through the
parking lot on the south side of the tracks be put
up. We discussed that at length, and George
brought it to the committee. You know, the Fire
Department isn't going to put up with that,
because they need quick access to get out onto
that dock from Third Street. Firehouse is here,
they run right down. That was a very good point.

We discussed this as this was going into the
RPA group, and what you see there, there are no
obstructions to the dock, and there have been no
changes in Robert's plan or our plan to those
traffic patterns, good, bad or indifferent. What
you see there is not a raised curb, but think
paving stones, colored paving stones, at grade,
that shows people where to walk. Because, as we
all know, you go down there during the summertime
on a busy weekend, or during Maritime Festival, or
anything going on, people are zigging and zagging.
What you see on your diagrams and on those images
are crosswalk style at grade. So when Joey and
Freddie have to go down with the crane and do
something on the boat, they just go through that
south parking lot like they do now with the crane
and drive right out there.

If you need to put something on the
Firefighter or take things on and off of the
Peconic Star, they can run their trucks down there
and make the deliveries and come out. And if
somebody wants to whip around the east end of that
building, they can continue to do so from those
images and those drawings that are there. So
there's no change.

As a matter of fact, the committee from the
beginning said we're not touching the south side
of the tracks, so there's been no changes over
there. What Robert was able to do, by looking at
the parking patterns that you have there now, and
taking some of the measurements of those little
islands between the parking, he offered up some
ideas in his drawing how to change that parking
lot around and make it more efficient to pick up
another 15 parking spaces.

So we, and even Robert, we're not looking on
the south side of the tracks where the Hampton
Jitney comes in, it's not our area to work on and
have any expertise with. But Robert was good
enough to pick up another 15 parking spaces in
there, particularly with the diagonal parking. But you'd be able to go on and off your dock, just as we do now, and you'll be able to whip around the east end of the Maritime Museum, just as we can now.

Finally, the last thing I'd like to leave you with, I hear a lot of concern about where the money is going to come from. I stood up here two years ago and I said anything we're looking on, we're looking at a minimum of five years. So the best case scenario, we're looking at something maybe three years from now, where we might have a shovel to put in the ground where we're going to have to be concerned about the money.

What I would ask you to do is to look at this and come back to the committee, through George and Paul, and tell us what you like and what you don't like about it, because we need a good plan to go to the engineering, which your $325,000 has been earmarked for. We need to know where to put the pools to deal with the runoff. We're going to have two inches of rain on Saturday. That lands on that parking lot right now, it percolates in through the dirt. But when that's asphalted, that has to be directed
someplace. You don't want it running out into the bay. This is where the engineering is going to be so important.

We've got a beautiful picture here. Next thing we're going to look for is engineering. The 800 pound gorilla in the room is the MTA and the Long Island Railroad.

I beseech you, don't worry about the money at this point. We have some rather rude benchmarks and hurdles to get over before we even have to worry about asking a Congressman or a Senator for money to go into this. We need to win over the MTA and the Long Island Railroad, and we need to know through a good engineer what's going to have to happen down there, and I think our greatest concern is going to be the runoff. Sidewalks, trees, painted lines on the parking lot, where we're going to put a tractor trailer, where you're going to put a car to go on the ferry, that's the easy stuff. But the environmental issues that this project is going to have to impact that area have to be addressed. That's where the engineering comes in.

I recall Doug's conversation regarding that little postage stamp of ground across from our
museum. The MTA, you went to them, they said, "Great idea, but before we can give you permission to put your 20 spaces on that little postage stamp across from the museum, we need an environmental study. Where's the runoff going to go? We don't want something to come out of that area and undercut the tracks." Well, that's what we're looking at on a magnitude of 15 in this project that we've been working on for the last two years.

So engineering is where we want to look at next, the environmental issues, the sweep for cars and trucks to make moves and get in and out. And then we're going to have to talk to the MTA and show them what the engineer, show them what Robert has said. I think it's premature to take this to the MTA right now, we don't have enough on the table. But our next step, after you have decided what you like, what Robert has shown you, what we have shown you, tell us, "We like this." Then it's time to step up, find the money, the 325,000, and get an engineer in here, then we're going to get some hard answers. Then we'll be ready to take it to the MTA and see what they're going to say.

Thank you. And thank you for your --
MAYOR HUBBARD: Thank you.

MR. FISHER: -- support over the last 24 months. It's gratifying to work on a committee that's been able to, within the first six months, get this Trustee's group support by coming up and saying we're not going to use this money for a ferry study. You voted here to redirect that into this project. I thank you, the committee thanks you. You've shown your support within the first six months of starting this thing, and now you've got the fruition before you. Come back to us and tell us where you want to go. Engineering is next, and then we dance with the MTA. Thank you.

MAYOR HUBBARD: Thank you. Okay. Anybody else wish to address the Board?

MR. WILE: Ian Wile, 234 Fifth Avenue.

I've been with this for about 20 minutes, so I don't have any of that background, but some of you know that I keep banging my head against everybody looking for signs of a master plan. And this is one of those examples where I feel like whether it's a final document or anywhere close to it, it feels like vision, not just reactionary effort from the Board. And I, as a -- as a resident, a business owner, would congratulate
you, and anybody who's been involved with it.
Doesn't mean that it's perfect. It means that
there's some stakeholder answers to figure out.
But it's nice to see some long-term sort of
thinking about, you know, how do we manage -- what
do we want things to look like and feel like, and
I'm sort of excited about it.

I'd like to see -- you know, it seems to me
that if you're trying to collect some other
information, some of these slides are very nice
and the images are nice. If you can utilize the
Schoolhouse or open grounds to put big copies up
there with, you know, some kind of feedback
opportunity, or just to share with your citizens,
like, you know, these are things that are working
or being worked on. Maybe the Seaport Museum or
the Railroad Museum could even have some, you
know, more impression.

One -- the money I think is way long down
the road. The -- some of the nuts and bolts are
way down the road. But I do think back to a
couple of months ago, there was somebody here from
a pro tourism, either East End -- it was a very
pro tourism grant opportunity, and it kind of got
laughed out of the room, because everybody was
like, well, we're up to here with some tourism. But what I recall out of that presentation, for example, was that there was money available for any tourism-related item, and that would also include something like a transportation hub. So whether or not it's -- they thought about it as advertising for more tourists. But if we can reinterpret that as there was $100,000 available for tourism related effort, that I'd rather see that go into long-range vision than a commercial, or something like that. But it's a -- that's why I remember saying at that meeting it would be nice to see -- you know, you're going look at each one of these opportunities that come across and see if there's a selfish way to use them.

But I congratulate everybody on what sort of looks like a nice piece of long-term sort of thinking. And it would be nice once again to throw this towards the bigger picture, if there's an LWRP that is in play, or anything like that. You know, these dotted lines go sort of into the -- this way, and sort of into that way, but, you know, if it's one part of a puzzle that connects to the rest of the master plan for the village, I think that's a great step. But it is
nice to see this kind of thinking, instead of some
of the more reactionary sort of rule-making. So I
congratulate everybody.

TRUSTEE PHILLIPS: Thank you.

MAYOR HUBBARD: Thank you. Anybody else
wish to address the Board?

(No Response)

MAYOR HUBBARD: Okay. We'll move on to our
regular agenda, then.

I'll offer RESOLUTION #10-2018-1,
RESOLUTION adopting the October, 2018 agenda as
printed. So moved.

TRUSTEE MARTILLOTA: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE MARTILLOTA: Aye.

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

TRUSTEE ROBINS: Aye.

MAYOR HUBBARD: Aye.

Opposed?

(No Response)

MAYOR HUBBARD: Motion carried.

Trustee Roberts.

TRUSTEE ROBERTS: Yes. RESOLUTION
#10-2018-2, RESOLUTION accepting the monthly
reports of the Greenport Fire Department, Village Administrator, Village Treasurer, Village Clerk, Village Attorney, Mayor and Board of Trustees. So moved.

TRUSTEE ROBINS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE MARTILOTTA: Aye.

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

TRUSTEE ROBINS: Aye.

MAYOR HUBBARD: Aye.

Opposed?

(No Response)

MAYOR HUBBARD: Motion carried.

TRUSTEE ROBINS: Resolution 01 -- RESOLUTION #10-2018-3, RESOLUTION approving the application of membership of Dakoda Harris Ferrari to the Standard Hose Company of the Greenport Fire Department, pending receipt of the requisite Arson Report, as approved by the Greenport Fire Department Board of Wardens on September 19, 2018.

So moved.

TRUSTEE MARTILOTTA: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE MARTILOTTA: Aye.
TRUSTEE PHILLIPS: Aye.
TRUSTEE ROBERTS: Aye.
TRUSTEE ROBINS: Aye.
MAYOR HUBBARD: Aye.

Opposed?

(No Response)

MAYOR HUBBARD: Motion carried.

TRUSTEE MARTILOTTA: RESOLUTION #10-2018-4,

RESOLUTION approving the application for membership of Harley Britt to the Standard Hose Company of the Greenport Fire Department, as approved by the Greenport Fire Department Board of Wardens on August 15, 2018. So moved.

TRUSTEE PHILLIPS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE MARTILOTTA: Aye.

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

TRUSTEE ROBINS: Aye.

MAYOR HUBBARD: Aye.

Opposed?

(No Response)

MAYOR HUBBARD: Motion carried.

TRUSTEE PHILLIPS: RESOLUTION #10-2018-5,

RESOLUTION approving the application for
membership of Megan Danisi to the Rescue Squad of the Greenport Fire Department, as approved by the Greenport Fire Department Board of Wardens on July 18th, 2018. So moved.

TRUSTEE ROBERTS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE MARTILOTTA: Aye.

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

TRUSTEE ROBINS: Aye.

MAYOR HUBBARD: Aye.

Opposed?

(No Response)

MAYOR HUBBARD: Motion carried.

TRUSTEE ROBERTS: RESOLUTION #10-2018-6,

RESOLUTION approving the application for membership of Travis Maker to the Eagle Hose Company # 1 of the Greenport Fire Department, as approved by the Greenport Fire Department Board of Wardens on August 15th, 2018. So moved.

TRUSTEE ROBINS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE MARTILOTTA: Aye.

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.
TRUSTEE ROBINS: Aye.
MAYOR HUBBARD: Aye.
Opposed?
(No Response)
MAYOR HUBBARD: Motion carried.
TRUSTEE ROBINS: RESOLUTION #10-2018-7,
RESOLUTION approving the application for
membership of Claudia LaDu to the Phenix Hook &
Ladder of the Greenport Fire Department, as
approved by the Greenport Fire Department Board of
Wardens on September 19th, 2018. So moved.
TRUSTEE MARTILOTTA: Second.
MAYOR HUBBARD: All in favor?
TRUSTEE MARTILOTTA: Aye.
TRUSTEE PHILLIPS: Aye.
TRUSTEE ROBERTS: Aye.
TRUSTEE ROBINS: Aye.
MAYOR HUBBARD: Aye.
Opposed?
(No Response)
MAYOR HUBBARD: Motion carried.
TRUSTEE MARTILOTTA: RESOLUTION #10-2018-8,
RESOLUTION authorizing the attendance of Village
Administrator Pallas at the APPA Legislative Rally
in Washington, D.C. from February 24th, 2019
through February 27th, 2019; with meals not to exceed $35.00 per day and lodging and conference costs not to exceed $1,500.00 plus all applicable reimbursable mileage and travel costs in accordance with the Village of Greenport Travel Policy; to be expensed from account No. E.0782.000 (Management Services). So moved.

TRUSTEE PHILLIPS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE MARTILOTTA: Aye.

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

TRUSTEE ROBINS: Aye.

MAYOR HUBBARD: Aye.

Opposed? (No Response)

MAYOR HUBBARD: Motion carried.

TRUSTEE PHILLIPS: RESOLUTION #10-2018-9, RESOLUTION ratifying the hiring of Sincere Smith as a seasonal, part-time Carousel and Ice Rink employee at a pay rate of $11.00 per hour, effective October 5th, 2018. So moved.

TRUSTEE ROBERTS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE MARTILOTTA: Aye.
TRUSTEE PHILLIPS: Aye.
TRUSTEE ROBERTS: Aye.
TRUSTEE ROBINS: Aye.
MAYOR HUBBARD: Aye.
Opposed?
(No Response)
MAYOR HUBBARD: Motion carried.
TRUSTEE ROBERTS: RESOLUTION #10-2018-10,
RESOLUTION ratifying the hiring of Javier Garcia
and Douglas Cruz as seasonal, part-time Park
Attendant and Ice Rink employees at a pay rate of
$11.00 per hour, effective October 19th, 2018. So
moved.
TRUSTEE ROBINS: Second.
MAYOR HUBBARD: All in favor?
TRUSTEE MARTILOTTA: Aye.
TRUSTEE PHILLIPS: Aye.
TRUSTEE ROBERTS: Aye.
TRUSTEE ROBINS: Aye.
MAYOR HUBBARD: Aye.
Opposed?
(No Response)
MAYOR HUBBARD: Motion carried.
TRUSTEE ROBINS: RESOLUTION #10-2018-11,
RESOLUTION approving an increase in the hourly
wage rate for Chad Osmer, from $16.64 to $18.00 per hour, effective October 31st, 2018 owing to the assumption of additional duties, per Article VII (Salaries and Compensation), Section 9(a) - Merit Clause - of the collective bargaining agreement currently in force between the Village of Greenport and CSEA Local 1000. So moved.

TRUSTEE MARTILOTTA: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE MARTILOTTA: Aye.

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

TRUSTEE ROBINS: Aye.

MAYOR HUBBARD: Aye.

Opposed?

(No Response)

MAYOR HUBBARD: Motion carried.

TRUSTEE MARTILOTTA: RESOLUTION #10-2018-12, RESOLUTION authorizing Treasurer Brandt to perform attached Budget Amendment #4001, to appropriate reserves for the rebuilding of the Central Station at Claudio's Pump -- and Claudio's Pump Station pumps, and directing that Budget Amendment #4001 be included as part of the formal meeting minutes for the October 25th, 2018 regular meeting of the
Board of Trustees. So moved.

TRUSTEE PHILLIPS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE MARTILOTTA: Aye.

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

TRUSTEE ROBINS: Aye.

MAYOR HUBBARD: Aye.

Opposed?

(No Response)

MAYOR HUBBARD: Motion carried.

TRUSTEE PHILLIPS: RESOLUTION #10-2018-13

RESOLUTION authorizing Treasurer Brandt to perform attached Budget Amendment #4002, to appropriate reserves for the purchase of a used pump out boat, and directing that Budget Amendment #4002 be included as part of the formal meeting minutes for the October 25th, 2018 regular meeting of the Board of Trustees. So moved.

TRUSTEE ROBERTS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE MARTILOTTA: Aye.

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

TRUSTEE ROBINS: Aye.
MAYOR HUBBARD: Aye.
Opposed?
(No Response)
MAYOR HUBBARD: Motion carried.
TRUSTEE ROBERTS: RESOLUTION #10-2018-14,
RESOLUTION adopting the attached SEQRA resolution
regarding the conditional approval of the Wetlands
Permit Application submitted by applicant North
Ferry Company, Inc. to connect and stabilize two
independent finger piers at the ferry terminal, by
installing two new sections of bulkhead and
placing fill landward of the new bulkhead as
landfill; adopting lead agency status, determining
that the approval of the application is an
Unlisted Action for purposes of SEQRA and adopting
a Negative Declaration determining that the
approval will not have a significant negative
impact on the environment. So moved.
TRUSTEE ROBINS: Second.
MAYOR HUBBARD: All in favor?
TRUSTEE MARTILOTTA: Aye.
TRUSTEE PHILLIPS: Aye.
TRUSTEE ROBERTS: Aye.
TRUSTEE ROBINS: Aye.
MAYOR HUBBARD: Aye.
Opposed?

(No Response)

MAYOR HUBBARD: Motion carried.

TRUSTEE ROBINS: RESOLUTION #10-2018-15,

RESOLUTION approving the Wetlands Permit
Application submitted by applicant North Ferry
Company, Inc., per the public hearing held on
September 27th, 2018 to connect and stabilize two
independent finger piers at the ferry terminal by
installing two new sections of bulkhead and
placing fill landward of new bulkhead as landfill.
The following Conservation Advisory Council
conditions apply to this approval:

1. Installation of a guard rail along the
south end of the bulkhead

2. Remediation activities within the
Village of Greenport, including but not limited
to, the removal of trees within Moore's Drain or
pathways within Moore's Woods, with reimbursement
to the Village of Greenport for the services of
two (2) laborers for three (3) eight-hour days, at
a maximum cost of $3,000 and

3. Identification of source of any fill
used for the project.

Per the Conservation Advisory Council
recommendation, the term of this permit shall be two years. So moved.

TRUSTEE MARTILLOTA: Second.
MAYOR HUBBARD: All in favor?
TRUSTEE MARTILLOTA: Aye.
TRUSTEE PHILLIPS: Aye.
TRUSTEE ROBERTS: Aye.
TRUSTEE ROBINS: Aye.
MAYOR HUBBARD: Aye.

Opposed?

(No Response)

MAYOR HUBBARD: Motion carried.

TRUSTEE MARTILLOTA: RESOLUTION #10-2018-16, RESOLUTION adopting the attached SEQRA resolution regarding the proposed local law of 2018 amending Chapter 132 (Vehicles and Traffic), Article 47, Schedule IX (Crosswalks) of the Village of Greenport; and adopting lead agency status, determining the adoption of the local law amending Chapter 132 to be an unsolicited -- Unlisted Action, determining that the adoption of the local law will not have a significant negative impact on one or more aspects of the environment and adopting a negative declaration for the purposes of SEQRA. So moved.
TRUSTEE PHILLIPS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE MARTILOTTA: Aye.

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

TRUSTEE ROBINS: Aye.

MAYOR HUBBARD: Aye.

Opposed?

(No Response)

MAYOR HUBBARD: Motion carried.

TRUSTEE PHILLIPS: RESOLUTION #10-2018-17,
RESOLUTION adopting Local Law # of 2018, amending
Village of Greenport Code Chapter 132 (Vehicles
and Traffic), Article 47, Section IX (Crosswalks)
to add a crosswalk on Main Street between Monsell
Place and Bridge Street. So moved.

TRUSTEE ROBERTS: Second.

TRUSTEE ROBINS: Could you please call the
roll, Clerk, on this one, the vote?

MAYOR HUBBARD: Okay. Any discussion?

TRUSTEE ROBINS: I'm opposed to this. I

think it's an --

MAYOR HUBBARD: No.

TRUSTEE ROBINS: Okay. So --

MAYOR HUBBARD: I just asked any discussion
on it. No. All right. Can you call the roll?

CLERK PIRILLO: Certainly.

(Roll Call by Clerk Pirillo)

TRUSTEE ROBERTS: Aye.

TRUSTEE ROBINS: No.

TRUSTEE MARTILOTTA: Aye.

TRUSTEE PHILLIPS: Aye.

MAYOR HUBBARD: Aye.

CLERK PIRILLO: Thank you.

MAYOR HUBBARD: Motion carries, 4 to 1.

Okay, Trustee Roberts.

TRUSTEE ROBERTS: RESOLUTION #10-2018-18,

RESOLUTION establishing March 19th, 2019 as the
Village of Greenport Election Day, to fill the
expiring terms of Mayor and two Trustees. So
moved.

TRUSTEE ROBINS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE MARTILOTTA: Aye.

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

TRUSTEE ROBINS: Aye.

MAYOR HUBBARD: Aye.

Opposed?

(No Response)
MAYOR HUBBARD: Motion carried.

TRUSTEE ROBINS: RESOLUTION #10-2018-19, RESOLUTION setting the date and times of the 2019 Village Board Election as March 19th, 2019 from 6:00 a.m. - 9:00 p.m. and setting the polling place of the Village election on March 19th, 2019 to be in the Greenport Firehouse at Third Street in Greenport, New York. So moved.

TRUSTEE MARTILOTTA: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE MARTILOTTA: Aye.

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

TRUSTEE ROBINS: Aye.

MAYOR HUBBARD: Aye.

Opposed?

(No Response)

MAYOR HUBBARD: Motion carried.

TRUSTEE MARTILOTTA: RESOLUTION #10-2018-20, RESOLUTION setting two Village Voter Registration Days, as follows:

• Thursday, March 7th, 2019 from 8:30 a.m. - 5:00 p.m.

• Saturday, March 9th, 2019 from 11:00 a.m. - 5:00 p.m. So moved.
TRUSTEE PHILLIPS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE MARTILOTTA: Aye.

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

TRUSTEE ROBINS: Aye.

MAYOR HUBBARD: Aye.

Opposed?

(No Response)

MAYOR HUBBARD: Motion carried.

TRUSTEE PHILLIPS: RESOLUTION #10-2018-21,

RESOLUTION allowing a non-Village resident to serve as an Election Inspector for the upcoming Village Election on March 19th, 2019. So moved.

TRUSTEE ROBERTS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE MARTILOTTA: Aye.

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

TRUSTEE ROBINS: Aye.

MAYOR HUBBARD: Aye.

Opposed?

(No Response)

MAYOR HUBBARD: Motion carried.

TRUSTEE ROBERTS: RESOLUTION #10-2018-22,
RESOLUTION approving the attached 2018 - 2019 Service Fee Agreement between the Village of Greenport and Penflex, Inc. regarding the 2018 - 2019 fees applicable to the administration by Penflex Inc. of the Village of Greenport Volunteer Firefighter Length of Service Awards Program. So moved.

TRUSTEE ROBINS: Second.
MAYOR HUBBARD: All in favor?
TRUSTEE MARTILOTTA: Aye.
TRUSTEE PHILLIPS: Aye.
TRUSTEE ROBERTS: Aye.
TRUSTEE ROBINS: Aye.
MAYOR HUBBARD: Aye.
Opposed?
(No Response)
MAYOR HUBBARD: Motion carried.
TRUSTEE ROBINS: RESOLUTION #10-2018-23,
RESOLUTION scheduling a public hearing for 7:00 p.m. on November 26th, 2018 at the Station One Firehouse, Third and South Streets, Greenport, New York, 11944; regarding the Wetlands Permit Application submitted by Robert Bohn on behalf of Stirling Cove Condo; to construct approximately 150' of vinyl bulkhead 18' seaward to -- seaward
to remove two (2) 5 x 20' -- 5' x 20' floating docks and construct 4' x 90' catwalks; and
directing Clerk Pirillo to notice the public hearing accordingly. So moved.

TRUSTEE MARTILOTTA: Second.

MAYOR HUBBARD: All right. Just one thing. That should be 18 inches, not 18 feet seaward.

TRUSTEE MARTILOTTA: Ah, yes.

MAYOR HUBBARD: Okay? 18 feet is a huge difference. 18 inches is the standard.

TRUSTEE ROBINS: Right.

MAYOR HUBBARD: All right? It's just -- it's omission of hashmark, that's all. I just want to -- okay?

TRUSTEE ROBINS: Eighteen inches.

TRUSTEE MARTILOTTA: I guess.

(Laughter)

MAYOR HUBBARD: All right. All in favor?

TRUSTEE MARTILOTTA: Aye.

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

TRUSTEE ROBINS: Aye.

MAYOR HUBBARD: Aye.

Opposed?

(No Response)
MAYOR HUBBARD: Motion carried.

TRUSTEE MARTILOTTA: That's me, right?

MAYOR HUBBARD: That's you, yes.

TRUSTEE MARTILOTTA: RESOLUTION #10-2018-24,
RESOLUTION amending Resolution #09-2018-9 from the September 27th, 2018 Regular Meeting of the Village of Greenport Board of Trustees, to include the $695 per month 2019 rate for the month of September for Trailers, RV's and "Fifth Wheels".
So moved.

TRUSTEE PHILLIPS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE MARTILOTTA: Aye.

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

TRUSTEE ROBINS: Aye.

MAYOR HUBBARD: Aye.

Opposed?

(No Response)

MAYOR HUBBARD: Motion carried.

TRUSTEE PHILLIPS: RESOLUTION #10-2018-25,
RESOLUTION approving the attendance of Clerk Pirillo at the Long Island Village Clerks and Treasurers Association November 2018 Meeting on November 8th, 2018 in Riverhead, New York; with
the conference fee of $35 and applicable mileage reimbursement, in accordance with the Village of Greenport Travel Policy, to be expensed from account A.1410.400 (Clerk Contractual Expense).

So moved.

TRUSTEE ROBERTS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE MARTILOTTA: Aye.

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

TRUSTEE ROBINS: Aye.

MAYOR HUBBARD: Aye.

Opposed?

(No Response)

MAYOR HUBBARD: Motion carried.

TRUSTEE ROBERTS: RESOLUTION #10-2018-26,

RESOLUTION approving the attached agreement in the amount of $17,772.17 between the Village of Greenport and DeAl Concrete Corporation regarding the replacement of selected ramps, sidewalks, curbs and driveway aprons on Main Street in the Village of Greenport, and authorizing Mayor Hubbard to sign the agreement between the Village of Greenport and DeAl Concrete Corporation. So moved.
TRUSTEE ROBINS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE MARTILOTTA: Aye.

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

TRUSTEE ROBINS: Aye.

MAYOR HUBBARD: Aye.

Opposed?

(No Response)

MAYOR HUBBARD: Motion carried.

TRUSTEE ROBINS: RESOLUTION #10-2018-27,

RESOLUTION approving the retainer letter submitted by Hamburger, Maxson, Yaffe & McNally, LLP as special counsel to the Village of Greenport in the matter of Genesys vs. Greenport, and further authorizing payment to Hamburger, Maxson, Yaffe & McNally, LLP per the retainer letter and corresponding invoice. So moved

TRUSTEE MARTILOTTA: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE MARTILOTTA: Aye.

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

TRUSTEE ROBINS: Aye.

MAYOR HUBBARD: Aye.
Opposed?
(No Response)

MAYOR HUBBARD: Motion carried.

TRUSTEE MARTILOTTA: RESOLUTION #10-2018-28, RESOLUTION adopting the attached SEQRA resolution regarding the proposed local law of 2018 amending Chapter 103 (Rental Properties) and Chapter 150 (Zoning) of the Village of Greenport Code; adopting lead agency status, determining the adoption of the local law amending Chapter 103 and Chapter 150 to be a Type I Action, determining that the adoption of the local law will not have a significant negative impact on one or more aspects of the environment and adopting a negative declaration for the purposes of SEQRA. So moved.

TRUSTEE PHILLIPS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE MARTILOTTA: Aye.

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

TRUSTEE ROBINS: Aye.

MAYOR HUBBARD: Aye.

Opposed?
(No Response)

MAYOR HUBBARD: Motion carried.
TRUSTEE PHILLIPS:  RESOLUTION #10-2018-29,
RESOLUTION adopting Local Law # of 2018 as
attached, amending Village of Greenport Code
Chapter 103 (Rental Properties) and Village of
Greenport Code Chapter 150 (Zoning) to amend the
existing regulations of Chapter 103 of the
Greenport Village Code regarding the rental of
residential properties -- property and properties
and to amend Chapter 150 to correspond with the
changes in Chapter 103.  So moved.

TRUSTEE ROBERTS:  Second.

MAYOR HUBBARD:  Any discussion?

TRUSTEE MARTILOTTA:  No.

MAYOR HUBBARD:  Okay.

TRUSTEE ROBERTS:  If I -- if I may.

MAYOR HUBBARD:  Go ahead.

TRUSTEE ROBERTS:  I -- first, there's a lot
of crazy stuff going on outside of this square
mile with political discussions.  And one of the
things I love about Greenport is that a group of
people came together under your leadership, Mayor,
with this -- with disparate ideas.  We disagreed.
We did so respectfully, for the most part.  And as
residents, I feel like, you know, anybody who's
watching this or who is at these meetings, if you
feel that going to these meetings doesn't change anything, it does. And I think the people who came to these hearings let us know that they needed us to do something.

And there's too many names to thank, but I want to thank everybody who came out, whether you -- whether you wrote a letter, wrote a, you know, social media post, but especially those people who took the time to come here. It was a great -- it was a long process, a little too long for me, but I get, you know, impatient with this stuff. But if you don't think that your voice matters, it does here in this village, and please stay involved.

And I just want to -- you know, Mayor, when we started doing this together, when I got involved, one of the things you said when you came in is that you wanted people to comfortable to come here and speak and share their ideas. You created an environment where that happens. I appreciate your work, and thanks for leading us through this.

MAYOR HUBBARD: Okay. Any other discussion?

(No Response)

MAYOR HUBBARD: Okay. All in favor?
TRUSTEE MARTILLOTA: Aye.
TRUSTEE PHILLIPS: Aye.
TRUSTEE ROBERTS: Aye.
TRUSTEE ROBINS: Aye.
MAYOR HUBBARD: Aye.

Opposed?
(No Response)

MAYOR HUBBARD: Motion carried.

TRUSTEE ROBERTS: RESOLUTION #10-2018-30,
RESOLUTION authorizing the Fifth Annual Greenport
Turkey Trot, which will begin in the Sterlington
Commons Parking Plaza on Thanksgiving morning,
November 22nd, 2018 at 8:00 a.m., with the 5K race
course to proceed through the streets of the
Village of Greenport and end in the Sterlington
Commons Shopping Plaza by 11:00 a.m. So moved.

TRUSTEE ROBINS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE MARTILLOTA: Aye.
TRUSTEE PHILLIPS: Aye.
TRUSTEE ROBERTS: Aye.
TRUSTEE ROBINS: Aye.
MAYOR HUBBARD: Aye.

Opposed?
(No Response)
MAYOR HUBBARD: Motion carried.

TRUSTEE ROBINS: RESOLUTION #10-2018-31, 

RESOLUTION approving all the checks per the Voucher Summary Report dated October 19th, 2018, in the total amount of $1,303,313.80 consisting of:

- All regular checks in the amount of $623,375.22, and
- All prepaid checks (including wire transfers) in the amount of $679,938.58.

So moved.

TRUSTEE MARTILOTTA: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE MARTILOTTA: Aye.

TRUSTEE PHILLIPS: Aye.

TRUSTEE ROBERTS: Aye.

TRUSTEE ROBINS: Aye.

MAYOR HUBBARD: Aye.

Opposed?

(No Response)

MAYOR HUBBARD: Motion carried.

I'll offer a motion to adjourn at 8:16.

TRUSTEE PHILLIPS: Second.

MAYOR HUBBARD: All in favor?

TRUSTEE MARTILOTTA: Aye.
TRUSTEE PHILLIPS: Aye.
TRUSTEE ROBERTS: Aye.
TRUSTEE ROBINS: Aye.
MAYOR HUBBARD: Aye.

Opposed?

(No Response)

MAYOR HUBBARD: Motion carried.

Thank you all for coming. Have a

Happy Halloween.

(The meeting was adjourned at 8:16 p.m.)
CERTIFICATION

STATE OF NEW YORK )

) SS:

COUNTY OF SUFFOLK )

I, LUCIA BRAATEN, a Court Reporter and Notary Public for and within the State of New York, do hereby certify:

THAT, the above and foregoing contains a true and correct transcription of the proceedings taken on October 25, 2018.

I further certify that I am not related to any of the parties to this action by blood or marriage, and that I am in no way interested in the outcome of this matter.

IN WITNESS WHEREOF, I have hereunto set my hand this 6th day of November, 2018.

Lucia Braaten

Lucia Braaten
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<td>$18.00 [i] - 66:1</td>
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Flynn Stenography & Transcription Service
(631) 727-1107
INDEX

9

Flynn Stenography & Transcription Service
(631) 727-1107
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<td>Wheels” [1] - 77:9</td>
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<td>zip [1] - 50:24</td>
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</table>
September 24, 2018

LOCAL LAW NO. OF THE YEAR 2018

AMENDING SECTION 132-50 SCHEDULE XII (LOADING ZONES)
OF THE GREENPORT VILLAGE CODE

TO CREATE A LOADING ZONE
ON THE SOUTH SIDE OF CENTRAL AVENUE

BE IT ENACTED BY THE BOARD OF TRUSTEES OF THE
INCORPORATED VILLAGE OF GREENPORT AS FOLLOWS:

Section 1.0 Enactment, Effective Date,
Purpose and Definitions.

1.1 Title of Local Law

1.2 Enactment.

1.3 Effective Date.

1.4 Purpose and Intent of Local Law.

2.0 General Provisions

2.1 Amendment to Section 132-50 Schedule XII

3.0 Severability

1.1 Title.

This Local Law shall be entitled “Local Law of 2018 Amending Section
132-50 Schedule XII Loading Zones of the Greenport Village Code to Create a Loading
Zone on the south side of Central Avenue.

1.2 Enactment.

Pursuant to Section 10 of the Home Rule Law and the Village Law of the State
of New York, the Incorporated Village of Greenport, County of Suffolk and State of
New York, hereby enacts by this Local Law of 2018, a Local Law of the Village of
Greenport.
1.3. **Effective Date.**

This Local Law shall take effect on the filing of the approved Local Law with the Secretary of State of New York, which shall be with in twenty (20) days after its approval by the Board of Trustees of the Incorporated Village of Greenport.

1.4 **Purpose and Intent of Local Law.**

The purpose and intent of this Local Law is to improve available parking for the residents of the Village and their guests and other visitors to the Village.

2.0 **General Provisions.**

2.1 The following language shall be added to Section 132-50 Loading Zones of the Greenport Village Code:

<table>
<thead>
<tr>
<th>&quot;Name of Street&quot;</th>
<th>Side</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Avenue</td>
<td>South</td>
<td>60 feet from the corner of Main Street, and extending a distance of 55’ in length, and 8’ wide</td>
</tr>
</tbody>
</table>

3.0 **Severability**

In the event that any section or portion of this Local Law or Chapter shall be deemed void or not effective, the remaining provisions of this Local Law and Chapter shall remain in full force and effect.
VILLAGE OF GREENPORT
Budget Adjustment Form

Year: 2019
Period: 10
Trans Type: B2 - Amend
Status: Batch

Trans No: 4001
Trans Date: 10/04/2018
User Ref: ROBERT

Requested: A. HUBBARD
Approved: Created by: ROBERT

Description: TO APPROPRIATE RESERVES TO FUND THE REBUILDING OF CENTRAL PUMP STATION AND CLAUDIO'S PUMP STATION PUMPS

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<th>Account No.</th>
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<td>G.5990</td>
<td>APPROPRIATED FUND BALANCE</td>
<td>6,600.00</td>
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<tr>
<td>G.8130.203</td>
<td>MAJOR PUMP STATION REPAIR</td>
<td>6,600.00</td>
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Total Amount: 13,200.00
# VILLAGE OF GREENPORT
## Budget Adjustment Form

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<th>Year</th>
<th>Period</th>
<th>Trans Type</th>
<th>Status</th>
<th>Trans No</th>
<th>Trans Date</th>
<th>User Ref</th>
<th>Created by</th>
<th>Approved</th>
<th>Description</th>
<th>Account # Order</th>
<th>Print Parent Account</th>
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<td>10</td>
<td>B2 - Amend</td>
<td>Batch</td>
<td>4002</td>
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<td>No</td>
<td>5,000.00</td>
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<td></td>
<td>MARINA CAPITAL EXPENSE</td>
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<td>5,000.00</td>
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**Total Amount:** 20,000.00
BOARD OF TRUSTEES  
VILLAGE OF GREENPORT  

SEQRA RESOLUTION REGARDING WETLANDS PERMIT APPLICATION  
OF NORTH FERRY COMPANY, INC.

WHEREAS an application for a wetlands permit approval was filed by North Ferry Company, Inc. with the Board of Trustees of the Village of Greenport; and
WHEREAS the Board of Trustees of the Village of Greenport has duly considered the obligations of the Village of Greenport with respect to the wetlands permit application and the Board of Trustees of the Village of Greenport with regard to SEQRA, and completed a short form EAF for purposes of SEQRA, it is therefore;
RESOLVED that the Board of Trustees adopts Lead Agency status for purposes of SEQRA with regard to the consideration and approval of the wetlands permit application and it is further RESOLVED that the Board of Trustees hereby determines that the approval of the wetlands permit application is a Type II Action for purposes of SEQRA; it is further;
RESOLVED that the Board of Trustees of the Village of Greenport hereby determines that the approval of the wetlands permit application;
Will not have a significant negative impact on the environment in the action, and;
Will not result in a substantial adverse change in existing air quality, ground or surface water quality or quantity, traffic or noise levels, substantial increase in solid waste production, a substantial increase in potential for erosion, flooding, leaching or drainage problems, and;
Will not result in the removal or destruction of large quantities of vegetation or fauna, substantial interference with the movement of any resident or migratory fish or wildlife species, impacts on habitats, or other significant adverse impact on natural resources, impairment of a critical environmental area and;
Will not result in the creation of a material conflict with a community’s current plans or goals, and;
Will not result in the creation of a hazard to human health, and;
Will not result in a substantial change in land use, and;
Will not encourage or attract an additional large number of people to a place for more than a few days, and;
Will not result in the creation of a material demand for other actions, and;

Will not result in changes in two or more elements of the environment, each of which is not significant but when reviewed together are significant two or more related actions each of which is not significant but when reviewed together are significant; all of the above provided that certain conditions are met as follows:

- Installation of a guard rail along the south end of the bulkhead
- Remediation activities within the Village of Greenport, including but not limited to, the removal of trees within Moore’s Drain or pathways within Moore’s Woods, and
- Identification of source of any fill used for the project.

The term of this permit shall be two years.

RESOLVED that a Conditional Negative Declaration is hereby adopted for purposes of SEQRA.

Upon motion by Trustee
seconded by Trustee
this resolution is carried as follows:

Dated: October 12, 2018
BOARD OF TRUSTEES - VILLAGE OF GREENPORT
SEQRA RESOLUTION REGARDING THE AMENDMENT OF CHAPTER 132
(VEHICLES AND TRAFFIC)
OF THE VILLAGE OF GREENPORT CODE

WHEREAS THE Village of Greenport intends to amend Chapter 132 (Vehicles and Traffic), of the Village of Greenport Code to create additional regulations in Chapter 132 of the Greenport Village Code regarding the addition of a crosswalk on Main Street between Monsell Place and Bridge Street; and

WHEREAS the Board of Trustees of the Village of Greenport has duly considered the obligations of the Village of Greenport with respect to the amendment of Chapter 132 (Vehicles and Traffic) and completed a short form EAF for purposes of SEQRA, it is therefore;

RESOLVED that the Board of Trustees adopts Lead Agency status for purposes of SEQRA with regard to the amendment of Chapter 132 (Vehicles and Traffic), of the Village of Greenport Code regarding the addition of a crosswalk on Main Street between Monsell Place and Bridge Street; and it is further

RESOLVED that the Board of Trustees hereby determines that the amendment of Chapter 132 (Vehicles and Traffic) of the Village of Greenport Code regarding the addition of a crosswalk on Main Street between Monsell Place and Bridge Street; it is further;

RESOLVED that the Board of Trustees of the Village of Greenport hereby determines that the amendment of Chapter 132 (Vehicles and Traffic) regarding the addition of a crosswalk on Main Street between Monsell Place and Bridge Street; is an Unlisted Action for purposes of SEQRA;

Will not have a significant negative impact on the environment in the action, and;
Will not result in a substantial adverse change in existing air quality, ground or surface water quality or quantity, traffic or noise levels, substantial increase in solid waste production, a substantial increase in potential for erosion, flooding, leaching or drainage problems, and;
Will not result in the removal or destruction of large quantities of vegetation or fauna, substantial interference with the movement of any resident or migratory fish or wildlife species, impacts on habitats, or other significant adverse impact on natural resources, impairment of a critical environmental area and;

Will not result in the creation of a material conflict with a community’s current plans or goals, and;

Will not result in the creation of a hazard to human health, and;

Will not result in a substantial change in land use, and;

Will not encourage or attract an additional large number of people to a place for more than a few days, and;

Will not result in the creation of a material demand for other actions, and;

Will not result in changes in two or more elements of the environment, each of which is not significant but when reviewed together are significant two or more related actions each of which is not significant but when reviewed together are significant.

RESOLVED that a Negative Declaration is hereby adopted for purposes of SEQRA.

Upon motion by Trustee / seconded by Trustee

this resolution is carried as follows:

Dated: October 12, 2018
September 24, 2018

LOCAL LAW NO. OF THE YEAR 2018

AMENDING SECTION 132-47 OF THE GREENPORT VILLAGE CODE

TO CREATE AN ADDITIONAL CROSSWALK ON MAIN STREET BETWEEN MONSELL PLACE AND BRIDGE STREETS

BE IT ENACTED BY THE BOARD OF TRUSTEES OF THE INCORPORATED VILLAGE OF GREENPORT AS FOLLOWS:

Section 1.0 Enactment, Effective Date, Purpose and Definitions.

1.1 Title of Local Law

1.2 Enactment.

1.3 Effective Date.

1.4 Purpose and Intent of Local Law.

2.0 General Provisions

2.1 Amendment to Section 132-47

3.0 Severability

1.1 Title.

This Local Law shall be entitled “Local Law of 2018 Amending Section 132-47 of the Greenport Village Code to Add an Additional Crosswalk on Main Street between Monsell Place and Bridge Street”.

1.2 Enactment.

1.3. Effective Date.

This Local Law shall take effect on the filing of the approved Local Law with the Secretary of State of New York, which shall be with in twenty (20) days after its approval by the Board of Trustees of the Incorporated Village of Greenport.

1.4 Purpose and Intent of Local Law.

The purpose and intent of this Local Law is to create an additional crosswalk for the public health and welfare of the residents and visitors of the Village.

2.0 General Provisions.

2.1 The language of Section 132-47 of the Greenport Village Code regarding crosswalks is hereby amended to add the following crosswalk:

“29. On Main Street between Monsell Place and Bridge Street.”

3.0 Severability

In the event that any section or portion of this Local Law or Chapter shall be deemed void or not effective, the remaining provisions of this Local Law and Chapter shall remain in full force and effect.
Penflex, Inc. 11/1/2018-10/31/2019 Service Fee Agreement

VILLAGE OF GREENPORT
SERVICE AWARD PROGRAM

Standard Services Fee Schedule

Base Fee: $3,500, $100 change from 2017
Per-Participant Fee: $17, $0 change from 2017
Payment certification and trustee directive letters: $75 per letter, $0 change from 2017

Total Estimated Standard and Distribution Services Fees: $6,000

Preparation of Financial Statement Disclosures

Disclosure Packages Provided For Program Year 2017:

NYS LOSAP Audit Package: No
GASB 73 Package: No

Please Check 'Yes' Or 'No' For Program Year 2018:

Complete the NYS LOSAP Audit Package for a fee of $495: Yes No
This is a $0 change from 2017. Please refer to the enclosed newsletter titled 'New York State Volunteer Firefighter LOSAP Audit Requirement' for more information.

Complete the GASB 73 Package for a fee of $950: Yes No
This is a $200 change from 2017. Please refer to the enclosed "GASB 73 Frequently Asked Questions" for more information. For a sample GASB 73 package, please email info@penflexinc.com

Auditing Firm: ____________________________
Contact Name: ____________________________
Email Address: ____________________________

All other services are optional and are billed only when requested. Please call for fee estimates and purchase order arrangements. Optional services include additional client meetings, drafting of special correspondence and documents, and performing actuarial cost estimate calculations.

To authorize Penflex, Inc. to begin providing these services in accordance with this fee schedule, please have the Mayor sign and return this Service Fee Agreement. Keep a copy for your records.

__________________________  ____________________________
Mayor                        Edward J. Holohan, ASA
Village of Greenport          President, Penflex, Inc.
AGREEMENT

Agreement made this day of October 2018 by and between the Village of Greenport, with an office address of 236 Third Street, Greenport, New York 11944, (the “Village”), and DeAl Concrete Corp., a New York corporation with an office address of 606 Johnson Avenue, Suite 30, Bohemia, New York 11716, (“DEAL”), with Vendor # VC0039398 under Suffolk County Contract # 5-16.6.2A1, and a mailing address of P. O. Box 2038, St. James, New York 11780, regarding concrete services for Village of Greenport Main Street replacement of selected handicap ramps, sidewalks, curbs, and driveway aprons (the “Project”).

1. EMPLOYMENT OF DEAL CONCRETE CORP.

The Village retains and employs DeAl Concrete Corp. to act for and represent the Village in concrete construction matters involved in the performance of the Contract Work as detailed in the DeAl Concrete Corp. proposal to the Village of Greenport dated March 7, 2018 (the “Proposal”), a copy of which is annexed hereto and made part of this Agreement, and subject to the terms, conditions and stipulations as hereinafter stated and as stated in the Proposal.

2. PROJECT DESCRIPTION

The Project shall involve the provision of construction of the Village of Greenport Main Street replacement of selected handicap ramps, sidewalks, curbs, and driveway aprons replace as existing (the “Contract Work”).

3. SCOPE OF SERVICES

A. The Contract Work shall consist of construction services as detailed in the Proposal. Task or Change Orders or additional work authorizations with the prior approval of the Mayor, Village Administrator or Board of Trustees only, in advance of the work, may only be added, by amendment, by mutually agreed Change Orders agreed to and signed by all parties in advance. The scope of services for the additional task orders or additional work authorizations shall be detailed in the specific Task or Change Order.

B. DeAl Concrete Corp. shall perform the Contract Work specified in the Proposal in accordance with workman like standards and generally accepted practices.

4. COMPENSATION

A. The Compensation to be paid by the Village to DeAl Concrete Corp. for the performance of the Contract Work shall be the compensation as detailed in the Proposal of seventeen thousand, seven-hundred seventy two dollars and seventeen cents ($17,772.17) which shall be payable to DeAl Concrete Corp. upon the satisfactory completion of all Contract Work and the submission of all required documents including
but not limited to a waiver and release of lien form and a sworn certified payroll indicating in detail that DeAl Concrete Corp. has paid all employees prevailing wage.

5. **PERIOD OF SERVICE**

DeAl Concrete Corp. shall perform the Contract Work in accordance with the Proposal attached to this Contract. DeAl Concrete Corp. shall commence the Contract Work not later than five days after the date of the mailing of the Notice to Proceed to DeAl Concrete and shall then continue on a diligent basis until completed or as provided in the Proposal and this Contract. Except for the obligations of DeAl Concrete Corp. which pursuant to this Agreement and the Proposal shall continue after the completion of the Contract Work, the Contract Work shall end on the later of the termination of this Agreement or the final payment by the Village to DeAl Concrete Corp. for the completion of the Contract Work.

6. **PAYMENT**

DeAl Concrete Corp., shall submit on DeAl Concrete Corp. standard form, statements for services performed in accordance with this Agreement and the attached Proposal. All invoices for reimbursable costs, if any, shall be taken from books of account kept by DeAL Concrete Corp. and DeAl Concrete Corp. shall maintain copies of payroll distribution, receipted bills, and other documents for the Village’s review. All requests for payments shall include a certified sworn to payroll on the form provided by the New York State Department of Labor. Payment will be on satisfactory completion of all Contract Work and the submission of all required documents by DeAl Concrete Corp. There shall be no progress payment unless specified in the Contract Documents and the Village has certified the progress of the work represented.

7. **DATA TO BE FURNISHED BY VILLAGE**

The Village shall provide DeAl Concrete Corp. with all documents, records and data in the Village’s possession or which may be available to the Village which are relevant to the Contract Work.

8. **INDEPENDENT CONTRACTOR**

DeAl Concrete Corp. represents that it has, or will secure, at its own expense, all personnel required in performing the Contract Work under this Agreement and that all such personnel shall be employees of DeAl Concrete Corp. only. Such personnel shall not be employees of, nor have any contractual relationship with the Village. DeAl Concrete Corp., consistent with its status as an independent contractor, further agrees that its personnel will not hold themselves out as, nor claim to be, officers or employees of Village by reason of this Agreement or their work or involvement in providing the Contract Work, to any agency or department, in any forum or review of the Project or otherwise.
9. **INSURANCE**

DeAl Concrete Corp. shall effect and maintain throughout the period of this Agreement the following insurance coverages at its own cost and expense:

- **Workers’ Compensation Insurance**
  - Bodily injury each occurrence $250,000 Aggregate $500,000
  - Liability property each occurrence $1,000,000 Aggregate $1,000,000
- **Automobile Liability and General Liability Insurance**
  - each occurrence $1,000,000 aggregate $2,000,000
  - Professional Liability Insurance each occurrence $1,000,000 Aggregate $1,000,000

To protect itself from claims under Workers’ Compensation Acts; from claims for damages because of bodily injury, including sickness, disease, or death of any of its employees; from claims for damages because of injury to or destruction of tangible property; and from claims arising out of the performance of services caused by errors, omissions, or negligent acts for which it is legally liable. Each policy shall name the Village of Greenport as additional insured. DeAl Concrete Corp. shall provide evidence of such coverage to Village in the form of original policies or policy endorsements, not less than five days prior to the execution of this Agreement by the Village. The Village shall receive written notice of the expiration, termination or any change in the policies that are provided in accordance with this Agreement.

10. **INDEMNITY AND LIMITATION**

DeAl Concrete Corp. shall indemnify, defend, and hold harmless the Village from and against any and all claims, suits, actions, judgments, legal fees, demands, losses, costs, expenses, damages, and liability caused by, resulting solely from, or arising solely out of the negligent acts, errors, or omissions of DeAl Concrete Corp., its officers, employees, agents, or representatives in the performance of Contract Work under this Agreement.

11. **CHANGES AND EXTRA SERVICES**

A. The Village, with the prior approval of the Mayor, Village Administrator or Board of Trustees only, may make changes within the general scope of this Agreement. If DeAl Concrete Corp. is of the opinion that any proposed change represents a material modification to the scope of Contract Work contemplated to be provided under the terms of this Agreement, DeAl Concrete Corp. shall so notify Village. Any mutually agreeable change will be reflected in a change order signed by both parties which will modify this Agreement accordingly. DeAl Concrete Corp. may initiate such notification upon identifying a condition which may change the Contract Work agreed to be provided under this Agreement.

B. Any notification by DeAl Concrete Corp. must be provided within thirty
(30) days from the date of receipt by DeAl Concrete Corp. of the Village’s written notification of a proposed change.

C. The Village may request DeAl Concrete Corp. to perform extra services not covered by the Contract Work as set forth above, and DeAl Concrete Corp. shall perform such extra services and will be compensated for such extra services when they are reduced to a written mutually agreed change order signed by all parties.

D. The Village shall not be liable for payment for any extra services except upon such written notice to the Village prior to the performance of the services and the execution of a mutually agreeable change order signed by all parties.

12. **TIME FOR PERFORMANCE; DELAYS**

DeAl Concrete Corp. shall commence the performance of the Contract Work to be provided under the Agreement and the Proposal within five (5) days of the mailing or electronic transmission of the Notice to Proceed from the Village, and DeAl Concrete Corp. shall expeditiously pursue the completion of the Contract Work after that. The Village may authorize costs to be incurred prior to such written Notice to Proceed. In the event that performance of the Contract Work by DeAl Concrete Corp. is delayed at any time during the contract period by causes that are beyond the reasonable control of DeAl Concrete Corp., and without the fault or negligence of DeAl Concrete Corp., the time for the performance of the Contract Work shall be equitably adjusted by mutually agreeable change order signed by all parties, to reflect the extent of such delay by mutually agreed change order only.

13. **TERMINATION**

A. This Agreement may be terminated by the Village upon fourteen (14) days written notice in the event of substantial failure by DeAl Concrete Corp., to perform in accordance with the terms of this Agreement through no fault of the terminating party.

B. Upon receipt of notice of termination from the Village, DeAl Concrete Corp. shall discontinue the Contract Work unless otherwise directed and upon final payment from the Village deliver to the Village copies of the required number of all data, drawings, reports, estimates, summaries, and such other information and materials as may have been accumulated by DeAl Concrete Corp., in the performance of the Contract Work under this Agreement, whether completed or in process.

14. **OWNERSHIP OF DOCUMENTS**

The parties hereto agree that Village shall retain possession of all drawings, specifications, and other documents when its services have been completed. The Village will be provided two (2) sets of reproducible drawings, specifications, and other documents so furnished and they shall not be reused either for additional services on this Project to be done by others, or on other projects, without the prior written consent of the
15. **SUCCESSORS AND ASSIGNS**

A. DeAl Concrete Corp. shall not assign, subcontract, sell, transfer, or otherwise dispose of any of the Contract Work or any interest in this Agreement without the prior written approval of Village.

B. This Agreement shall be binding upon and inure to the benefit of the parties thereto, their successors and permitted assigns, but shall not inure to the benefit of any third party or other person.

C. DeAl Concrete Corp. shall not employ any Subcontractor or other person or organization (including those who are to furnish the physical of material or equipment), whether initially or as a substitute, against whom the Village may have a reasonable objection.

16. **RELEASE OF LIEN**

DeAl Concrete Corp. will execute and provide release of liens and guarantees of payment of any suppliers or subcontractors that may be approved by the Village prior to final payment.

17. **COMPLETION, FINAL APPROVAL**

Prior to approval of final payment, DeAl Concrete Corp. shall promptly, without costs to the Village, complete or correct any portions of the project work requested by the Village as specified in the Contract Documents.

18. **COMPLIANCE WITH NEW YORK STATE LABOR LAW**

The Contract Work is subject to the New York State Labor Law requirements for payment of prevailing wage. The project shall be registered with the New York State Department of Labor prior to the commencement of work. DeAl Concrete Corp. shall conform with all requirements of the New York State Labor Law with regarding to prevailing wage and other requirements and DeAl Concrete Corp. shall pay all employees providing services with respect to the Contract Work and provide proof thereof by sworn certified payrolls prior to payment for the Contract Work.

19. **NONDISCRIMINATION; EQUAL OPPORTUNITY EMPLOYMENT**

The Village of Greenport is an equal opportunity employer and does not discriminate on the basis of race, color, creed, ancestry, disability or handicap, marital/financial status, military status, religion, sex, sexual orientation, age or national origin with respect to employment or any employment related matter and the Village of
Greenport requires that all contractors participating in contracts for public work in the Village of Greenport and all subcontractors of those contractors comply with that same requirements. The Village of Greenport encourages bids for public contracts and public contracts with the Village of Greenport and subcontractors of those contracts by minority and women owned contractors and entities.

20. **NONWAIVER**

No failure or waiver or successive failures or waivers on the part of Village, its successors or permitted assigns, the enforcement of any condition, covenant, or article of this Agreement shall operate as a discharge of any such condition, covenant, or article nor render the same invalid, nor impair the right of Village, its successors or permitted assigns, to enforce the same in the event of any subsequent breaches by DeAI Concrete Corp., its successors or permitted assigns.

21. **NOTIFICATION**

All notices required or permitted under this Agreement shall be in writing and shall be deemed sufficiently served if served by Registered Mail addressed as follows:

TO VILLAGE: Sylvia Lazzari Pirillo
Village Clerk
Village of Greenport
236 Third Street
Greenport, New York 11944

TO DeAI Concrete Corp.: DeAI Concrete Corp.
PO Box 2038
St. James, New York 11780

22. **DISPUTES; APPLICABLE LAW**

A. In the event of a dispute, the parties may on their mutual consent submit this matter for mediation or arbitration in a mutually agreed forum.

B. This Agreement shall be governed by and construed in accordance with the laws of the State of New York.

23. **EXTENT OF AGREEMENT**

This Agreement and the Contract Documents represent the entire agreement between Village and supersedes and replaces all terms and conditions of any prior agreements, arrangements, negotiations, or representations, written or oral, with respect to this Project and there are no agreements or understandings between the Village and DeAI Concrete Corp. which are not reflected in this Agreement and the Proposal. The
terms of this Agreement may only be amended by a mutually agreed document signed by both parties.

24. **CONTRACT DOCUMENTS**

Contract Documents as referred to this this Contract shall mean this Agreement and the Estimate, referred to as the Proposal herein, dated March 7, 2018, attached hereto which shall be referred to as the Contract Documents and the terms and conditions of which shall be binding herein.

25. **SUFFOLK COUNTY DPW BID**

All Contract Work shall be performed and the prices charged to the Village therefore shall be pursuant to Suffolk County DPW Contract #5-16.6.2A1.

26. **WARRANTY**

DeAl Concrete Corp. shall procure and provide the Village with a written warranty of all Contract Work for a period of one year from the completion of the Contract Work.

In Witness Whereof, this Agreement has been executed by the Village and DEAL Concrete Corp. effective from the day and year first written above.

**VILLAGE OF GREENPORT:**

By: ______________________

**DEAL CONCRETE CORP.**

By: ______________________
ACKNOWLEDGEMENT OF DEAL CONCRETE CORP.

STATE OF

COUNTY OF

On this __ day of _____________, 20__, before me personally came

to me known, who, being by me duly sworn did depose and say that he resides at ________________ that he is the

of ________________ the Corporation described in and which executed the foregoing instrument; that he knows the Seal of said Corporation; that one of the seals affixed to said instrument is such seal; that it was so affixed by order of the Board of Directors of said corporation and that he signed his name thereto by like order.

(SEAL)

____________________________
Notary Public

ACKNOWLEDGEMENT OF VILLAGE

STATE OF NEW YORK

COUNTY OF SUFFOLK

On this __ day of _____________, 20__, before me personally came

the persona described as such in and who as such executed the foregoing instrument and he acknowledged to me that he executed the same as for purposes therein mentioned.

(SEAL)

____________________________
Notary Public
# DeAl Concrete Corp.

P.O. Box 2038  
St James NY, 11780  
631-319-6117

For: VILLAGE OF GREENPORT  
DBAUMER@GREENPORTVILLAGE.ORG  
236 THIRD ST  
GREENPORT NY 11944

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## Description

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
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<tbody>
<tr>
<td>SUFFOLK COUNTY DPW CONTRACT #5-16.6.2A1 JOB: MAIN STREET</td>
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<tr>
<td>ITEM 203.02 UNCL. EXCAVATION 20CY X 60.00= $1,200.00</td>
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<tr>
<td>ITEM 520.09000010 SAW CUTTING PAV. 170LF X 3.00= $510.00</td>
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<tr>
<td>ITEM 608.0101 CONCRETE SIDEWALK &amp; APRONS 18CY X 75.00= $13,500.00</td>
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<td>ITEM 609.0401 CONCRETE CURB 20LF X 30.00= $600.00</td>
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<td>ITEM 608.21 WARNING UNITS 1.115Y X 450.00= $499.50</td>
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<td>ITEM 304.10119917 SUBBASE 5CY X 60.00= $300.00</td>
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<td>ITEM 619.01 TRAFFIC MAINT. 07% X 16,609.50= $1,162.67</td>
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Subtotal $17,772.17  
0% $0.00  
Total $17,772.17

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Total $17,772.17
NOTICE OF CONTRACT
2ND AND FINAL EXTENSION

ANNUAL REQUIREMENTS: AMERICANS WITH DISABILITIES ACT (ADA) ANNUAL CONTRACT
COMMODITY CODE: 91361

CONTRACT #: 5-16.6.2A1
INITIATING DEPT: DPW

OPENING DATE:
1490

PERIOD OF CONTRACT: 08-23-2018 THROUGH 08-22-2019
BID #: 16/014LPWI

VENDOR: DEAL CONCRETE CORP
PO BOX 356
BOHEMIA NY 11716

TAX ID: VC0039398

CONTACT: RICHARD DE ALMEIDA
PHONE: 631-384-8798

FAX:

EMAIL: dealconcrete@optonline.net

ADDITIONAL VENDORS: CLICK HERE
DETAIL PAGE: CLICK HERE

FOR FURTHER INFORMATION JEANETTE HICKEY
CONTACT PURCHASING AGENT: 631-852-5220

08-27-2018

SUFFOLK COUNTY IS AN EQUAL OPPORTUNITY / AFFIRMATIVE ACTION EMPLOYER

(631) 852-5196
335 YAPHANK AVENUE
YAPHANK, N.Y. 11980
FAX (631) 852-5221

RETURN TO CONTRACT LIST  RETURN TO SEARCH PAGE

FOR TECHNICAL ASSISTANCE OR TECHNICAL COMMENTS CLICK HERE
BOARD OF TRUSTEES
VILLAGE OF GREENPORT

RESOLUTION ADOPTING LEAD AGENCY STATUS AND CLASSIFYING THE CONSIDERATION OF PROPOSED LOCAL LAW NO. ____ OF 2018 AMENDING CHAPTERS 103 AND 150 OF THE GREENPORT VILLAGE CODE FOR REGULATIONS FOR THE RENTAL OF RESIDENTIAL PROPERTIES AS A TYPE 1 ACTION FOR PURPOSES OF SEQRA, DETERMINING THAT THE ADOPTION OF THE LOCAL LAW WILL NOT HAVE A SIGNIFICANT NEGATIVE IMPACT ON ONE OR MORE ASPECTS OF THE ENVIRONMENT AND ADOPTING A NEGATIVE DECLARATION FOR PURPOSES OF SEQRA

WHEREAS a proposed Local Law No. ____ of 2018 (the “Local Law”) amending portions of the Greenport Village Code (the “Code”) as follows: Section 103-4 Definitions, to add definitions for Long Term Occupancy, Owner-Occupied, Residential Property, and Short Term Rental and creating Sections 103-7A, 103-12(I) and 150-11.2 of the Greenport Village Code to add regulations regarding the rental of property has been proposed by the Board of Trustees of the Village of Greenport; and

WHEREAS the Board of Trustees duly noticed and conducted a public hearing on that Local Law of 2018 and having closed the public hearing on the Local Law of 2018 on September 27, 2018; and

WHEREAS a Long Form EAF including Parts I, II and III regarding the review of the action of the adoption of the Local Law of 2018 for purposes of SEQRA was prepared by the Village of Greenport and Parts 1., 2., and 3., the criteria for determining significance set forth in 6 N.Y.C.R.R. § 617.7(c) of the SEQRA regulations, and the comments made at the public hearing and such other public comments as received by the Board and such other information deemed appropriate; were reviewed by the Board of Trustees prior to their consideration of the adoption of this resolution and the Local Law; and
WHEREAS, the Board of Trustees identified areas of environmental concern, if any, has taken a hard look at these areas and the likelihood of an impact on the environment, and has made a reasoned elaboration of the basis for its determination; and

WHEREAS the Board of Trustees is duly empowered to take certain actions pursuant to the State Environmental Quality Review Act [ECL Article 8 and its implementing regulations in 6 NYCRR Part 617] ("SEQRA") with regard to the Local Law and the Code; it is therefore

RESOLVED that the Board of Trustees hereby determines that there are no other involved agencies in the adoption of the Local Law and, therefore, the Board of Trustees adopts SEQRA Lead Agency status with regard to the consideration of the Local Law; and it is further

RESOLVED that the Board of Trustees hereby determines that the consideration of the Local Law is a Type I Action under SEQRA as the proposed local law has the potential to affect uses on more than 25 acres in one or more districts in the Village; and it is further

RESOLVED the adoption of the Local Law will not have any significant adverse impacts on the environment for the reasons set forth in the attached Negative Declaration; and

FURTHER RESOLVED that this resolution shall take effect immediately.
State Environmental Quality Review Act
Notice of Determination of Non-Significance
Negative Declaration
Board of Trustees of the Incorporated Village of Greenport
Suffolk County, New York

Proposed Local Law Amending Chapter 103 and Chapter 150 Regarding the
Short Term Rental of Property

Date: October 25, 2018

This notice is issued pursuant to Article 8 of the Environmental Conservation Law and the implementing
regulations therefor at 6 NYCRR Part 617 (collectively, the “State Environmental Quality Review Act” or
“SEQRA”).

The Board of Trustees of the Incorporated Village of Greenport (“Trustees”), as Lead Agency for the
SEQRA review, has determined, subsequent to review of a Full Environmental Assessment Form (EAF) Parts 1, 2
and 3, as well as other information before the Trustees, that the proposed action described below will not have a
significant adverse effect on the environment, and that an Environmental Impact Statement (EIS) will not be
prepared.

Name of Action: Local Law Amending Chapter 103 and Chapter 150 of the Greenport Village Code
regarding the short term rental of property (“Local Law”).

SEQR Status: Type I

Conditioned Negative Declaration: No

Description of Action: The proposed action consists of an amendment to the Greenport Village Code
Section 103-4 to add Definitions for Long Term Occupancy, Owner-Occupied, Residential Property and Short Term
Rental, and to create Section 103-7A and Section 103-12(I) to create regulations regarding the short term rental of
property, and to create Section 150-11.2 of the Greenport Village Code prohibiting the short term rental of property
except in accordance with Chapter 103 of the Greenport Village Code.

Project Location: Incorporated Village of Greenport
Suffolk County, New York

Reasons Supporting this Determination:

In accordance with SEQRA, the Trustees, as Lead Agency, using the EAF and other relevant information
cited herein and comparing same with the thresholds set forth at 6 NYCRR §617.4 determined that the proposed
action is a Type I Action. Coordinated review was not conducted, as the Board of Trustees was determined to be the
only involved agency.

It is noted that a full EAF, and other information before the Trustees including but not limited to public
comment, have been found by the Trustees to be relevant to this proposed action, and have been relied upon, in part,
in reaching the determination set forth herein.

Based upon the information contained in the EAF the Trustees, as Lead Agency for the action contemplated
herein, and after due deliberation, review and analysis of the proposed action, the EAF, the aforementioned EAF,
and other relevant information cited herein, and the criteria set forth in 6 NYCRR §617.7, hereby determines that the
proposed action will not result in any significant adverse impacts to the environment. This determination is
supported by the following:

1. The regulations contained in the Local law propose regulations regarding the use of residential
properties in the Village of Greenport for the short term rental of those properties. The regulations will not change
the intensity of the use of the land in the village and will not impair the character or quality of the existing community.

2. The use of properties in the Village to the extent affected by the regulations in the Local law will not result in an adverse change in the existing level of traffic or affect existing infrastructure for mass transit, biking, or walkways.

3. The properties that could potentially be affected by the Local Law are serviced by the Greenport Municipal Electric Utility and the Greenport Municipal Waste Treatment Plant and there is no increase in the demand or use of energy or production of wastewater that can be expected from the regulations in the Local Law that would impact the power plant or system or the wastewater treatment plant, or increase in the production of solid waste.

4. The Village of Greenport has a Historic District, and the regulations contained in the Local Law will not impair the character or quality of the Historic District or of any other historic or aesthetic resources of the Village.

5. The adoption of the Local Law will not result in an adverse change to natural resources such as wetlands, waterbodies, groundwater, air quality, flora and fauna, and will not result in an increase in the potential for erosion, flooding or drainage problems.

6. The proposed action would not create a material demand for other actions that would result in one of the above consequences.

7. Implementation of the proposed action by the adoption of the Local Law would not result in changes in two or more elements of the environment, no one of which has a significant impact on the environment, but when considered together result in a significant adverse impact on the environment.

For Further Information:

Contact Person: Honorable George W. Hubbard, Jr. and the Board of Trustees of the Incorporated Village of Greenport

Address: Village of Greenport Village Hall
236 Third Street
Greenport, New York 11944

Telephone Number: (631) 477-1243

Email Address: spirillo@greenportvillage.org

A copy of this Notice will be published in the Environmental Notice Bulletin and kept on file at the offices of the Lead Agency.
LOCAL LAW NO. OF THE YEAR 2018
AMENDING CHAPTERS 103 AND 150 OF THE GREENPORT VILLAGE CODE
REGULATIONS FOR THE RENTAL OF RESIDENTIAL PROPERTIES
BE IT ENACTED BY THE BOARD OF TRUSTEES OF THE
INCORPORATED VILLAGE OF GREENPORT AS FOLLOWS:

Section 1.0 Enactment, Effective Date,

Purpose and Definitions.

1.1 Title of Local Law

1.2 Enactment.

1.3 Effective Date.

1.4 Purpose and Intent of Local Law.

2.0 General Provisions.

2.1 Amendment of Chapter 103.

3.0 Severability.

1.1 Title

This Local Law shall be entitled “Local Law of 2018 Amending Chapters 103 and 150 of the Greenport Village Code, Rental Regulations for Residential Properties”.

1.2 Enactment.


1.3 Effective Date.

This Local Law shall take effect on the filing of the approved Local Law with the
Draft Short Term
September 13, 2018

Secretary of State of New York, which shall be within twenty (20) days after its approval
by the Board of Trustees of the Incorporated Village of Greenport.

1.4 Purpose and Intent of Local Law.

The purpose and intent of this Local Law is to amend the existing regulations of Chapter
103 of the Greenport Village Code regarding the rental of residential property and properties
containing a residential use in the Village of Greenport so that the short term rental of a property
or a portion thereof which is not owner occupied or occupied by a long term occupancy as
defined in this Local Law shall be prohibited, and to amend Chapter 150 to correspond with the
changes in Chapter 103.

General Provisions.

2.1 Section 103-4 Definitions, of the Greenport Village Code, is amended to add the
following definitions:

LONG TERM OCCUPANCY: Occupancy by a written lease with a term of at least one
year.

OWNER-OCCUPIED; Occupation by the owner of the property and/or the owner’s
immediate family.

RESIDENTIAL PROPERTY; Property which is zoned for residential use or that
portion of a mixed use property which is a residential use.

SHORT TERM RENTAL; The rental of residential property or a portion thereof for a
term of less than 14 days, which shall not include the rental of rooms by a Bed and Breakfast
establishment that has been approved by the Village of Greenport under Greenport Village Code
Section 150-7(b)(7).

2.2 Section 103-7A is hereby created to read as follows:

The Short Term Rental of a residential property or a portion thereof is prohibited, except
for a two family house where one of the dwelling units is either Owner Occupied or is occupied
as a Long Term Occupancy, or a portion of a single family house, the remainder of which is Owner Occupied or is occupied as a Long Term Occupancy.

2.2 Section 103-12(I) of the Greenport Village Code shall be created to read as follows:

103-12(I) A rental permit number shall be issued for each rental permit that is granted by the Village and the rental permit number shall be displayed on all advertisements of the rental unit to which the rental permit number corresponds.

2.3 Section 150-11.2 of the Greenport Village Code shall be created to read as follows:

"Section 150-11.2 Short Term Rentals a Prohibited use.

The Short Term Rental of a residential property or a portion thereof (as defined in Section 103-4 of the Greenport Village Code) is prohibited, except for a two family house where one of the dwelling units is either Owner Occupied or occupied as a Long Term Occupancy or a portion of a single family house, the remainder of which is Owner Occupied or occupied by a Long Term Occupancy.

Severability

In the event that one or more of the provisions of this local law or Chapter shall be deemed to be unenforceable, the remaining provisions of this local law or Chapter shall remain in full force and effect.